



Uniform "war" is over! Victory declared; everybody wins

MAXWELL AFB, Ala. — The results of the Air Force Uniform Board, which met in Washington, D.C. Jan. 24, were recently announced after approval by Air Force Chief of Staff Gen. Ronald R. Fogleman.

Civil Air Patrol's Director of Personnel, Ms. Renova Williams, who has represented CAP at AFUB meetings for several years attended the January meeting. She was accompanied by Ms. Susan Parker, who writes CAP's uniform manual.

Ms. Williams said the two-day meeting was billed as the "mother of all uniform boards" since General Fogleman used this opportunity to consider all pending uniform issues before standing down the board for the remainder of his tenure as chief of staff.

Air Force members submitted some 2,500 uniform suggestions. These were condensed to 363 proposals for consideration by the board. CAP had five agenda items comprised of three parts. This is how they fared:

Part One. The new Air Force Service Dress Uniform (SDU) was approved for senior members (cadets to follow as uni-

form sizes run out) with a full-size, silver-gray epaulet with embroidered "CAP" and embroidered grade insignia. Like the Air Force no nameplate or wing patch will be worn on the SDU.

Since "CAP" will be embroidered on the approved epaulet, the metal C.A.P. cutouts on the lapels will be replaced by the same metal U.S. insignia (without circles) worn by the Air Force. This was General Fogleman's personal initiative and CAP is honored to be brought closer to the Air Force in this manner.

In rendering his decision to authorize wear of the U.S. insignia on the CAP uniform, General Fogleman expressed his strong interest in Civil Air Patrol and stated that he intended to have the Air Force become more involved with its auxiliary. He said, "Why shouldn't they (CAP members) wear the U.S. insignia? They serve the citizens of the United States and are a part of our Air Force family."

In announcing the Air Force's decision to the National Board members, CAP National Commander Brig. Gen. Richard L. Anderson, said that Civil Air

Patrol was honored and privileged that the Air Force authorized the U.S. insignia for the CAP members as a sign of positive support, bringing the auxiliary even closer to its parent service.

General Anderson also pointed out that this privilege carried additional responsibility for ensuring the proper wear of the Air Force uniform. He cautioned members to be even more vigilant in adhering to weight and grooming standards, displaying an appropriate and professional military bearing to reflect favorably upon the United States Air Force.

Part Two. (Light blue Air Force shirt and dark blue pull over sweater). CAP will continue to wear as currently configured except with the full-size, silver-gray epaulet (and matching silver-gray nameplate on the shirt).

Part Three. (All other outer garments, to include the all-weather coat, overcoat, raincoat and lightweight blue jacket). CAP will continue to wear as currently configured except with the full-size silver-gray epaulet.

The new Air Force Service

Dress Uniform with epaulets will be available in Army Air Force Exchange Service stores around September 1995. CAP hopes to have the new silver-gray epaulets ready for sale by the August National Board meeting in Washington.

General Anderson and Ms. Williams recently visited vendors in New York's garment district to select silver-gray epaulet samples for consideration by CAP's National Uniform Committee.

In order to take full advantage of current or surplus uniform stocks, it is expected that the NEC will approve a transition to the new silver-gray epaulets on the current uniform.

Wear of the U.S. insignia on the lapels is tied to the silver-gray epaulets — whether on the current uniform or the new Air Force Service Dress Uniform.

Though many members will probably want to make an early transition, the new uniforms will not be mandatory until 1 October 1999. In this manner, CAP can exercise great flexibility and more fairly accommodate its members who prefer a gradual transition.

Since the recently approved

Air Force changes represent a major uniform change affecting most of CAP's uniform combinations, implementing instructions and transition dates will be published for all members after the May National Uniform Committee meeting.

Taking a cue from the Air Force, General Anderson plans to put all remaining CAP uniform issues to rest by holding one last National Uniform Committee meeting in conjunction with the May 1995 National Executive Committee meeting to consider any pending CAP items — followed by standing down CAP's uniform committee for the remainder of his tenure as national commander.

Col. Paul M. Bergman, chairman of CAP's National Uniform Committee and a vital leader in the uniform process requested National Uniform Committee members report to Maxwell AFB a day early in order to consider all items pending at this special meeting prior to the regularly scheduled NEC meeting May 12-13.

Colonel Bergman also extended an open invitation to

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New '334' area code goes in effect; callers must use code or re-dial

MAXWELL AFB, Ala. — After May 13, CAP members calling National Headquarters agencies via long distance dialing must use the new, 334, area code.

The border for the new area code is roughly the line separating the Birmingham and Montgomery calling zones. The portion of the state south of that line (encompassing the Montgomery and Mobile calling zones) will be "334."

During a four-month transition period, callers could use either the 334 or the 205 code on calls made to the southern half of the state and still complete their calls. After May 13, callers will hear a recording directing them to use the new 334 area code if they use the old code by mistake.

Communication services users should reprogram equipment such as speed calling features, FAX machines, computer modems, etc.



SECAF visits

The Secretary of the Air Force Sheila E. Widnall pays a visit to the Civil Air Patrol display and information booth at the Air Force Association National Symposium held Feb. 23-24 in Orlando, Fla. From the left: Florida Wing members Cadets Murtice Tucker and Joanne Johnson, Secretary Widnall, 1st Lt. Judy Bennett, and Lt. Col. Skip Pfeiffer. (CAP photo by 1st Lt. Bob Vail, Florida Wing)

Texas cadet recounts solo flight experience, See Pages 8&9

Uniform "war" is over!

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remaining members of the National Executive Committee to attend the early uniform meeting to encourage full participation and understanding prior to presenting a final report on uniform issues at the NEC meeting.

One major item to be considered at the May meeting will be wear of CAP grade insignia on the white aviator shirt. The concept of grade on this shirt was introduced to the National Board by Col. Emmet G. Williams, Missouri Wing commander, and has wide popular appeal. The new silver-gray epaulets have been suggested as one possible solution.

Since CAP's uniform wear policy mirrors that of the Air Force, members will also be interested in the following additional changes that will affect CAP uniform policy.

Members may wear:

- pull-over sweater without a tie or tab.
- a maximum of three badges on BDUs
- metal grade insignia or chevrons on all outer garments except raincoat

- new tie with old service dress uniform.

Additionally,

- AAFES will produce limited quantities of A-lined skirts in polyester fabric.

- Women may wear BDU belt tip facing either direction.

- OK to mix regular size occupation badges with miniature size wings.

- Colonels and below will wear half-inch blue braid on service coat.

- Majors and above will wear clouds and darts on service caps.

- Flight cap may be stored under belt, but not folded.

- Some or all ribbons required on service coat.

CAP wants to put YOU in the pilot's seat!

MAXWELL AFB, Ala. — That's right, you! If you are a cadet age 15 and above, National Headquarters CAP Cadet Programs wants to make the dream of flight a reality for you this summer at the National Cadet Flight Encampment.

Held at Wittman Field, Oshkosh, Wis., — the "Mecca" of general aviation in America — this outstanding opportunity is designed to get you into the cockpit and into the world of flight.

Why? Because we want you to get excited about aviation; and we want you to get excited about Civil Air Patrol, the official auxiliary of the U.S. Air Force, the finest aerospace force in the world.

For over 90 years America has led the way in aviation: the first nation to produce a successful powered aircraft, the first country to break the sound barrier, the first -- and only -- country to set foot on the moon, and the first country to operate a reusable spacecraft. These and many other achievements were pioneered by people just like you.

For over 50 years Civil Air Patrol has produced leaders in aviation -- military pilots, astronauts, people in government at all levels, commercial pilots -- and the list grows everyday. CAP is the farm club of American aviation, and will be into the 21st century.

What will happen in the future? It's left to the imagination — yours. How would you like to play a part? Perhaps the National Cadet Flight Encampment is the place to start for you.

To be part of CAP's farm club, all you need to be is 15 years old and have completed Phase I of the Cadet Program. That's it — one stripe. You don't need any previous experience in aircraft. What you do need is the desire. What you need is the dream. We'll take care of the rest.

If you're interested, apply for the 1995 National Cadet Flight Encampment. There are four sessions you can choose from: June 4-17, June 18-July 1, July 2-15, and Aug. 6-19.

The cost for this once in a lifetime chance is \$495. This covers meals, lodging, materi-

als, activities organized with the Experimental Aircraft Association and Fox Valley Technical College, 25 hours of ground school, 10 hours of observation time, and 10 hours of hands on flight training. An outstanding value.

Perhaps you've already received our mailing. If not, your unit has the information you need. For more information or to ask question, call us at (334) 953-5309 or DSN 493-5309 or Internet: cshaw@cap.au.af.mil.

We'll be happy to give you everything you need to apply. But remember, the deadline to apply is May 15, and there are only 240 spaces, so hurry.

Join us the in cockpit. The pilot's seat is reserved for you.

CAP goes toll free

MAXWELL AFB, Ala. — Beginning May 1, Civil Air Patrol will have a toll free number for use by people interested in finding the location of CAP units.

The number's primary purpose is to provide a voice mail line to non-members who have seen or heard something about CAP and would like more information about the organization. They can now call 1-800-FLY-2338.

The toll free line is connected to a special voice mailbox where the prospective member is asked to leave name, address, zip code and phone number. A search is done based on the zip code and the closest units are determined. A package containing information about CAP plus a list of the identified units is then sent to the individual.

Even though the primary purpose of the toll free line is for prospective members, it is also available to CAP members who are moving and would like to find out about CAP units in their new neighborhoods.

PLEASE NOTE: This line is for unit location information ONLY. It has not been set up to provide message or voice mail service for National Headquarters CAP offices. Messages left on the recorder cannot be passed on throughout the building. Remember: 1-800-FLY-2338.

Regions pool resources; host computer school

HOUSTON — Rocky Mountain and Southwest Regions will combine forces to sponsor the 1995 Senior Member Computer School. This year's training will take place in the facilities of the U.S. Air Force Academy, Colorado Springs, Colo., June 18-23.

This training is especially designed to help Civil Air Patrol volunteers in integrating use of computers in emergency services, operations, and administrative functions.

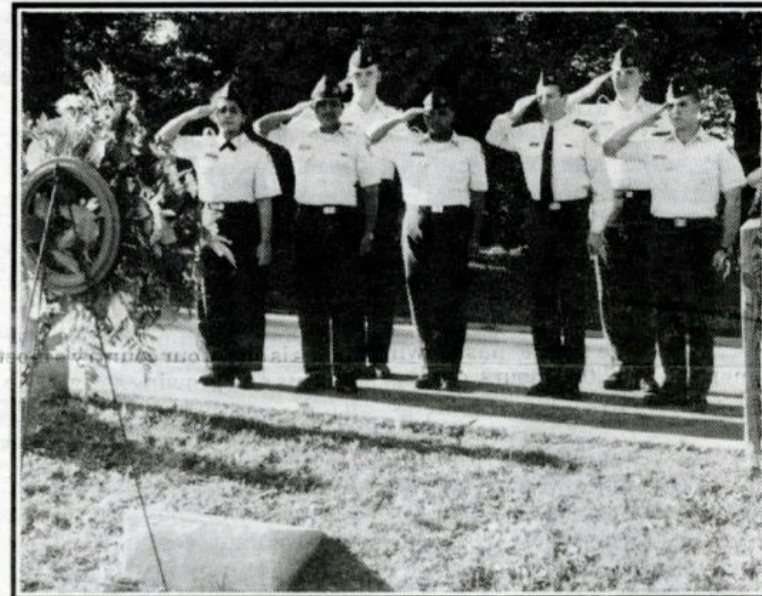
Areas of training will include use of the nationally-adopted Emergency Services Resource Management Program, packet radio, and bulletin board.

In addition, students will participate in a tabletop search mission as a seminar project.

Those who would like to attend should complete CAPF-17 and process through their chain of command. Cost is \$100 which includes billeting and meals. A \$25 deposit must be included with application. Balance is due at time of checkin. Checks should be made payable to RMRSC-CLS/CS.

Application for attendees within Rocky Mountain Region should be received no later than April 1, 1995 and others will be accepted up to May 15, 1995. Regions should submit applications to: RMR/SWR Computer School, P.O. Box 371093, Denver CO 80287-1093, attention Lt. Col. Larry Nelson.

In order to accurately forecast attendance, school organizers request members registering after May 1 call Colonel Nelson at 713-486-5087 or write P.O. Box 34001, Houston TX 77234-4001. Those desiring additional information should contact Nelson, also.



Fairfax Composite Squadron members pay honors to departed Civil Air Patrol members at the CAP memorial in Arlington Cemetery. (CAP photo courtesy National Capital Wing)

Squadron pays tribute to departed at CAP memorial

By Lt. Col. A. William
Schell Jr.
National Capital Wing

Arlington, Va. — Members of the National Capital Wing's Fairfax Composite Squadron recently laid a wreath at the Civil Air Patrol memorial in Arlington National Cemetery.

The memorial is dedicated to the memory of those CAP members who have given the full measure of devotion in the service of their country.

Located in section 33, on Roosevelt Drive, across from an equestrian statue of Sir Thomas Dill, the small blue-gray granite marker reads, "Dedicated to the memory of Civil Air Patrol members who gave their lives in service to this nation so that others may live." The memorial, dedicated Dec. 1, 1992, is directly in front of an October Glory maple tree

which, when grown to full height, will provide a shaded spot for remembering those CAP members who sacrificed their lives to ensure the well being of this nation and the leadership and discipline of the Civil Air Patrol cadet program and future cadets.

The Fairfax Squadron cadets were accompanied by squadron commander, 1st Lt. Jack Lewis and 1st Lt. Kirt Bowden.

While at Arlington the squadron members witnessed the changing of the guard at the Tomb of the Unknowns and received a tour of guards quarters.

The remainder of the day saw the cadets touring the USS Barry at the D.C. Naval Yard followed by lunch at the dining facility at Bolling AFB. The day was capped by a visit to the National Air and Space Museum.

Pennsylvania Wing conducts conterdrug training

By Maj. Larry D. Bowin
Public Affairs Officer,
Group 60, Pennsylvania
Wing

PITTSBURGH -- Nearly 300 law enforcement officers, including local and statewide police agencies, members of the Pennsylvania and Ohio Army National Guard, and CAP members from Pennsylvania, Maryland, New Jersey, Ohio and West Virginia, gathered at CAP headquarters at Allegheny County Airport here March 18 and 19 to participate in a two-day counterdrug awareness seminar.

The program provided information about the hazards of tracking illegal drugs and the collective effectiveness of counterdrug enforcement.

Maj. Paul Falavolito, director of counterdrug operations for the Pennsylvania Wing CAP reported that in 1994, his state's members flew 2,281 hours in counterdrug operations, ranking Pennsylvania third highest in the country to conduct such services.

With 185 pilots, co-pilots and observers, trained and screened by the Drug Enforcement Agency and U. S. Customs, Pennsylvania's CAP has flown more than 7,000 hours during the past six years in support of the DEA; U. S. Customs; Pennsylvania State Police, Attorney General's Office, Game Commission and National Guard; U. S. Forest Service; and other drug task forces.

With 22 aircraft under its command, the Pennsylvania Civil Air Patrol maintains aerial photo capacity for 35mm pictures or slides as well as VHS video taping. Members are using Loran navigational aids and Global Positioning Systems, for precision air to ground work.

Major Falavolito told the audience: "I believe with our capabilities, the Civil Air Patrol can become a valuable asset to all organizations represented."

"1985 agreement"

In 1985, CAP and the Air Force formed an agreement clearing the way for CAP to assist the U. S. Customs Service by conducting air surveillance to support state and federal drug interdiction efforts.

Then in 1989, a similar agreement was formed with the Drug Enforcement Agency and U. S. Forest Service, allowing Civil Air Patrol to assist both agencies in aerial reconnaissance for detection of illegal drugs, primarily open field cultivation of marijuana that could be spotted by air searches.

CAP members are not permitted to participate in any apprehension or detention involving search, arrest or seizure activity.

CAP counterdrug operations are basically restricted to aerial reconnaissance, communication

support, data gathering and use of aircraft for transporting law enforcement personnel.

Dan Schaivoni and Dave Nael of the Pennsylvania Attorney General's Office (Bureau of Narcotic Investigations) provided details regarding detection dangers associated with busting clandestine drug labs.

Legal issues concerning the use of forward looking infrared devices (FLIRs) were also discussed. FLIRs are thermal imaging devices used to detect heat emanating from various objects.

A video tape entitled "Kitchens of Death," showed the usefulness of FLIRs to law enforcement when detecting heat cast off buildings where there is reasonable suspicion that a clandestine drug lab or indoor marijuana growing operation is located. FLIRs mounted in a helicopter or fixed wing aircraft can be used to detect heat being vented from such operations.

"taped testimonials"

Taped testimonials from former "drug cookers" (users) whose loss of teeth, lung disease and other harmful physical and mental side effects vividly pointed out that use of illegal drugs is one of our country's most serious and growing social problems.

In California alone, the number of detected illegal drug labs tripled between 1983 and 1989.

Clandestine drug labs have been labeled "toxic time bombs," that could at any time blow up, burn and spew off deadly fumes.

Extreme caution must be undertaken by specially trained counterdrug agents when ap-

proaching or destroying such facilities.

Maj. Melissa Mathiasen of the Army National Guard in California traveled to the Pennsylvania CAP weekend training program to detail the work being conducted by the National Interagency Counterdrug Institute (NICI) based in San Luis Obispo, Calif.

She presented a video tape entitled "Drug Crackdown" to highlight many of the subject matters provided during typical NICI training. Counterdrug managers' courses and drug prevention/drug reduction courses are available through NICI free of charge to law enforcement officers around the country.

NICI is a federally-funded Department of Defense field operating activity of the National Guard. Courses are offered at its San Luis Obispo site and periodically at varying locations throughout the nation. A NICI weeklong training course was held April 23-28 in New Jersey.

Those seeking additional information about the National Interagency Counterdrug Institute may call (805) 549-3966.

Other demonstrations conducted during the weekend training session included sessions on effective utilization of K-9 dogs, that are capable of tirelessly sniffing out and locating concealed illegal drugs.

Detective Ray Kain of the Pittsburgh Police Office of Narcotics explained that trained dogs have the distinctive ability to smell specific odors such as illegal drugs even through such camouflaged scents as onions, coffee and various oils.

"K-9 companion"

Kain was accompanied by his canine companion "Cheeta," a 6-year-old golden retriever specially trained to detect marijuana, cocaine and heroine. The Pittsburgh Police Counterdrug program is four years old and has experienced very successful results.

The Pennsylvania Army National Guard Counterdrug Operation under the direction of Maj. Stephen Gingrich, counterdrug coordinator, provided a presentation on aerial photography, long range surveillance detachments, listening and observation posts, reconnaissance and interdiction detachment, thermal imaging, and use of night vision goggles.

One of the National Guard's 20H-58A Reconnaissance and Interdiction Detachment (RAID) helicopters was on display with RAID pilots explaining details of night time search activities utilizing the sensitive Thermal Imaging System (TIS) and Global Wuffsberg System (GWS).

Capt. Gregg Davis, western Pennsylvania coordinator and Maj. David Newhard, eastern Pennsylvania coordinator of operations, provided demonstrations of a thermal imaging hand held video recorder system that is available for use by local counterdrug agencies by contacting the PA National Guard.

During the Saturday session, Pennsylvania Wing Commander, Col. Skip Guimond addressed the group, expressing his appreciation for the efforts of the various agencies and individuals participating in the weekend

counterdrug training seminar sponsored by CAP. He praised Major Falavolito "for planting the seeds and nurturing the extremely fruitful Pennsylvania CAP Counterdrug Operations program." A similar weekend training session is planned in Lancaster, Pa., April 29-30.

Other CAP officials attending the event included Col. Herman Maddox, commander, Middle East Region; Lt. Col. Charlie Costa, director of operations, New Jersey Wing; and Lt. Col. Rich McCrum, Air Force Liaison Officer for the Pennsylvania and New Jersey Wings.

"Stopping the Drug Pipeline,"

Rounding out the days training was a presentation by Sgt. Bob Bennington of the Ohio State Highway Patrol, whose 18 (2-person) drug teams conduct ground traffic drug interdiction along highways in southeastern Ohio. His presentation entitled "Stopping the Drug Pipeline," included a video tape and slides showing the intricacy of hidden compartments built into cars and other vehicles by drug dealers as they transport illegal drug supplies throughout the nation.

Lt. Ryan Bowin of Pittsburgh's CAP Senior Squadron 606 demonstrated the effectiveness of Global Positioning Systems (GPS) and how small handheld units receive signals from communication satellites rotating in space that are being used increasingly among CAP counterdrug flight crews.

Each day's events were topped off with explanations of Civil Air Patrol aircraft capability.



Civil Air Patrol News, with a circulation of more than 50,000 copies, is published monthly especially for people like National Capital Wing's aerospace education officer and NASA public affairs officer, Capt. Ellen Hardwick, explaining the use of the astronauts sleeping bag to a Fairfax Composite Squadron cadet. Hardwick presented a historical as well as future look at NASA's space program to the squadron. Her presentation included models of the X-30 NAS plane, the space shuttle, the Saturn V Moon Rocket, the V-22 Osprey, the Hubbell space telescope and the Russian Mir space station. Also displayed were astronauts' space clothing, a space suit, food and equipment used by the astronauts and numerous photographs. She also related her own experiences during an astronaut parabolic training flight aboard a KC-135. (CAP photo courtesy Lt. Col. A. William Schell, National Capital Wing)

Civil Air Patrol NEWS

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"To Live On in the Hearts of Those We Leave Behind is not to Die."

By Brig. Gen.
Richard L. Anderson
National Commander

This month my column expresses the sentiments of all of you who are dedicated to this great Civil Air Patrol program...who care about those who labor at our sides in volunteer public service to America...and who value those who have joined us in this calling to national service and sacrifice.

This month, I speak on behalf of Civil Air Patrol in expressing our sad, yet fond, farewell to a great friend and supporter of our organization, Mr. Grady Segrest Kopf, manager of the Civil Air Patrol Bookstore at Maxwell AFB.

For those of you who didn't know Grady personally, he succumbed to a long and courageous fight against cancer Feb. 10 in Montgomery. For those of you who knew Grady, you'll not be surprised to know that this great friend of ours passed on as he lived. Quietly, graciously, and with great dignity. He will be remembered by us all.

Grady was a long and devoted friend of the Air Force and Civil Air Patrol. He enlisted in the Air Force in September 1950, separating from active duty four years later and returning to his home in Mobile, Ala. After a brief period, he

In Memoriam

Mr. Grady S. Kopf
14 Dec 1930-10 Feb 1995



made a momentous decision that impacted the rest of his life. He reenlisted in the Air Force and returned to active duty in November 1954.

His long and distinguished military career saw overseas service in Puerto Rico, France, England, and Germany. His stateside tours included assignments to Washington, D.C., and Mobile, Ala. And during that time, he married Barbara, established a home, and fathered three children, David, Sammy, and Suzanne.

Grady retired from the Air Force in November 1970 and began a new life in Washington, D.C. It wasn't long though, before his brother, Willard, the then-manager of the Civil Air Patrol Bookstore, invited Grady to join him in

the bookstore business at Maxwell AFB. Not caring for Washington winters, Grady soon headed south to his native Alabama and a warmer climate.

And that's where this quarter-century friendship began between Grady Kopf and all of us in Civil Air Patrol. Grady became the assistant manager of our bookstore in January 1971 — when young Cadet Rich Anderson was 11 months away from earning his General Billy Mitchell Award.

In short, Grady's Civil Air Patrol career spanned my teenage years, and the careers of many others who came to know and love this singularly selfless man.

In January 1986, he became the manager of the Civil Air Patrol Bookstore

and oversaw vast improvements and innovations...and growth from two to 14 employees.

Yes, Grady served his purpose in life by serving others. He was a kind and warm person, a talented businessman, and a devoted supporter of Civil Air Patrol and all that you stand for in your role as citizen volunteers. He believed in what you do and supported it with an effective and responsive Civil Air Patrol Bookstore. And he did so cheerfully.

We are all indebted to Grady for all that he did for Civil Air Patrol over the last quarter century of his life. And we are equally indebted to his wife Barbara and the entire Kopf family for sharing Grady with us for so many years.

And so? Farewell to a great friend supporter, and servant of America's Air Force Auxiliary. We should well remember Grady by the words on the grave of the late Brig. Gen. Earle L. Johnson, U.S. Army Air Forces, who served as the first commander of the Ohio Wing and later was National Commander of Civil Air Patrol from March 1942 until February 1947:

"To Live On in the Hearts of Those We Leave Behind is not to Die."

Teamwork, cooperation, communication -- paramount to TEAM CAP success

By AF Col. Garland W. Padgett Jr.
Senior Air Force Advisor

As the new CAP-USAF commander I've still got a great deal to learn about how the Air Force supports the Civil Air Patrol. Understanding the complexities of that alone would be enough, but coupled with trying to understand the Civil Air Patrol, an organization spread across the country with more than 50,000 citizen volunteers — well, you might say I feel challenged!

However, along with that challenge I'm also excited about being at the helm during a major reorganization which fundamentally changes the way we've done business for a half century. In the past, Air Force men and women have provided the majority of the support to CAP by developing and implementing most CAP programs. No longer. Under the reorganization, the CAP Corporation will truly hold the reins of the day-to-day operation.

That doesn't mean that Air Force presence is going away. We'll still have 25 people at National Headquarters to provide liaison, oversight and advice and the regional staffs remain in place. They will continue to provide that important link to the Air Force and maintain the half century of Air Force/CAP



Colonel Padgett

teamwork and cooperation.

Unique to our new structure will be the Corporate CAP Liaison Officer. These folks, while Corporate employees, will still wear Air Force blue and keep those important channels of communication open from the wing through the region and national levels. Our first Corporate LO, Retired AF Col Jim Steele, began his duties with the National Capitol, Maryland, and Delaware Wings in March. Many more will follow.

I can't stress enough how important teamwork will be, especially over the next few months as we adjust to changes brought about by the reorganization. As Air Force people leave and turn over their responsibilities to CAP corporate employees it is imperative they talk with each other to pass on the job knowledge they've gained from years of experience.

Equally important, those of us remaining at the headquarters have to change from the way we've done business in the past and welcome and encourage the corporate employees to continue the high level of performance expected from the National Headquarters staff.

It's never easy to let go of something for which you feel responsibility and genuine affection. It's hard to see someone else running a program you've developed and nurtured. But that's the nature of change.

One of my goals as the CAP-USAF commander is to foster an atmosphere that embraces teamwork, cooperation and communication; an atmosphere that stresses "what will-be" not "what used-to-be"; and an atmosphere where everyone is part Team CAP.

I'm proud to be a member!

Southwest Region holds annual staff college

DALLAS — With special emphasis on "participation" the Southwest Region Staff College is slated to be conducted June 10-17.

Kirtland AFB, Albuquerque, N.M., will provide facilities and instructor support for this annual training.

Maj. Trip Jacks will serve as director of the college. All Civil Air Patrol senior members who have completed Level III are encouraged to participate in this training, according to Maj. Margaret Gosby, SWR Staff College public affairs officer.

Although there will be some classroom sessions for those attending, the real teaching is conducted in small groups with former graduates serving as facilitators.

For those who are ready for a challenge and would like to share a sense of accomplishment and camaraderie with fellow CAP members from throughout the country, it's simple. Submit a CAPF-17 through your squadron commander for the SWR Staff College through your chain of command along with a check for \$25 deposit to SWR Staff College.

A copy of your CAPF-17 should be forwarded to: Maj. Trip Jacks, Director SWRSC, P.O. Box 9192, College Station, TX 77842-9192.

For additional information call Major Jacks or FAX 409-774-0777.

Leadership perspective: Training a 'must' for our volunteers

By Col. Dwight H. Wheless, National Legal Officer



Colonel Wheless

Civil Air Patrol needs more leadership schools, seminars, courses, and pamphlets. We need the training as surely and constantly as the Air Force is committed to the Quality Air Force way of life.

One of the best leaders I have ever known was a second lieutenant. I think I would have done anything he asked of me. Why? I guess it was a combination of reasons like: I knew he would never ask me to do anything that was beyond my ability to perform;

he would never ask me to do anything that would hurt me or cause me angst; he would never ask me to violate the law or compromise my own sense of morality; and, what he requested was always some act that really needed to be done. He would never have asked me to dig a hole unless there was a purpose for the hole.

In Civil Air Patrol, from the top to the bottom, we daily live out the most challenging leadership roles ever. We write no paychecks to enforce commands and orders. We have positions, ranks and titles, sure, but in the final analysis if our missions are to be done we have only leadership skills, and thank goodness, a willing membership to accomplish the tasks.

It would be wrong, I think, to assume that those holding the highest positions are naturally those whose leadership skills pushed them to the top of the pack. As frequently as not, those at the top of the pack got there either kicking and screaming in stultifying

protest, or wearing a felicitous smile at their unplanned good fortune, but in either case because of some entirely fortuitous event having nothing to do with leadership. Civil Air Patrol is not alone in that regard. It's the same in every branch of the military, political parties, and large and small corporations the world over.

So, whether you agree or disagree, what is my point? I think we need to provide our very best, most learned leadership training to our second lieutenants! Some of them by design will rise to our highest positions of responsibility; some will rise by chance; others will be workers who just get things done. A constant regimen of organized leadership training for all our members is a must. Who would disagree that as we breed new leadership traits, we also breed better followership traits? It's an investment that will pay well for the Civil Air Patrol and the Nation.

Crossroads to contrails

By Chaplain (Col) David Van Horn
Chief of Chaplains

The Civil Air Patrol Chaplaincy is closely associated with other armed forces chaplains. Our chaplains go through the same ecclesiastical endorsement procedures that other U.S. military chaplains process through to become chaplains.

As I write this article, a new CAP regulation is being printed and will be in the field shortly. The new CAPR 265-2, entitled: "the Covenant and Code of Ethics for Chaplains of the Civil Air Patrol," defines the code of ethics established by the National Conference on Ministry of the Armed Forces as essential for all Civil Air Patrol Chaplain Service members.

With this particular document, CAP Chaplains will have before them professional standards of conduct to which they will be held accountable by the CAP command structure and by their respective endorsers.

As the chief of chaplains, I feel this document is long overdue. I want all members of CAP to know that we have done everything humanly possible to secure the best qualified people as chaplains. I want all members to know that there is a standard for chaplains and how they conduct themselves within our organization. I urge chaplains and all the membership to read this new regulation when it arrives at your units.

General Anderson has stated a vision — a vision of the Civil Air Patrol and the U.S. Air Force working closer together. We of the CAP Chaplain Service embrace this as we, too, are attempting to work closer with our USAF Chaplain counterparts. It is a direction we need to go in to maintain CAP's strong support the Air Force.

I will explain these "Twelve Core Processes" of the CAP Chaplain. They can tell units, members, and commanders and new chaplains what we do and why the CAP Chaplain is a necessary and vital part of the organization. I hope it will be a "training" tool for you as you discover these processes.

In addition, you will quickly see that few if any unit chaplains will be in a position to do everything under the core process. That is to be expected. This is a rather generic list and easily adaptable to various circumstances. This will help each chaplain at whatever level develop a comprehensive, quality ministry that fits their unique situation. Here goes:

1. PROVIDES WORSHIP, LITURGIES, RITES, AND RELIGIOUS OBSERVANCES.

Determines service concept, schedules facilities, plans services, coordinates services, accomplishes protocol responsibility, determines support requirements, accomplishes support requirement, procures resources, publicizes services, accomplishes professional preparation, prepares facility, conducts service rite; configures and restores facility and prepares documentation. Examples of worship services could include: memorial services, Sabbath & Sunday services, funerals, etc.

2. PASTORAL COUNSELING AND SPIRITUAL NURTURING.

Receives request, schedules appointment, chooses appropriate response, conducts counseling or activity, determines support requirement, procures and coordinates resources, determines follow-up action, consults with other agencies, administers diagnostic instrument, conducts and holds interviews and performs professional follow-up. Examples could include: pastoral counseling (religious, marriage, ethical work related), critical incident stress debriefing, substance abuse counseling, crisis intervention, and judicial marriage redress.

3. PLANS FOR EMERGENCY SERVICES MINISTRY.

Determines concept, determines need, develops plans and coordinate chaplain's response to unit emergency services plans, determines support requirements, accomplishes support requirement, procures resources, accomplishes professional preparation, participates in emergency services activities, and prepares after-action reporting. Examples are: makes inputs to SAR/DR exercises, coordinates OPLANS, attends outbriefing and evaluation meetings, and receives continuing chaplain emergency services training.

4. PERFORMS PASTORAL VISITATION.

Chaplain will plan visitation, and visitation scheduling, performs ministry, completes documentation and report, procures and coordinates

all resources. Examples here could include: religious interview of new members (CAPF 48 cards), visits during meetings, SAR/DR exercises, to CAP encampments, homes and hospitals.

5. PROVIDES ETHICS AND VALUES INSTRUCTION.

Evaluates need, determines concept, develops plan, evaluates resources and personnel, determines support requirements, works with CAP cadet members in preparation of their Moral Leader-

ship presentations (required for Mitchell Award and Spaatz Award), schedules facility, performs and monitors instruction, takes care of/arranges for use of facility, and follows-up on arrangements. Examples in this area include: Values for Living and Ethics for Command classes, Moral Leadership during encampments (required two hours).

6. PROVIDES GROUP PASTORAL CARE AND SPIRITUAL RENEWAL.

Evaluates need, determines concept, develops action plan, determines support requirements, schedules facility, publicizes event or activity, procures and coordinates resources, accomplishes support requirement, plans event or activity, reconfigures or restores facility, performs follow-up and accomplishes documentation. This could include: group critical incident stress debriefing, retreats, spiritual growth seminars/classes, participation in other related activities throughout the local community.

Those are the first six core processes for chaplains. Next month, I will finish the listing so you can get the big picture on what your chaplain can do; and is fully capable of doing for you and your unit.



Chaplain Van Horn



'Today's CAP' video

MAXWELL AFB, Ala. — A new CAP video called "Today's Civil Air Patrol" is now available. The video, produced by National Headquarters as a useful marketing tool, is designed for internal and external use as a general overview of CAP. Each CAP unit will receive a copy of the new video along with copies of three other videos produced by National Headquarters: "Civil Air Patrol Cadets In Action," "Hawk Mountain Ranger School," and "Johnson Flight Encampment"

To keep costs down, all four videos will be contained on one VHS tape. This one-time shipment will be at no cost to units. Each unit commander will be responsible for these video tapes. Units should start receiving this tape in late April.

CAP members are asked to maximize the use of this tape for public meetings and talks, recruiting efforts, and television and/or cable TV programs. Any questions or comments on these videos should be directed to Gene Sinner, Multimedia Productions, at National Headquarters CAP, (334) 953-4351.

Five wings participate in search for downed Cessna

By Lt. Col. Hal Griffin
Kentucky Wing PAO

LONDON, Ky. — Civil Air Patrol units from five states — Illinois, Indiana, Kentucky, Tennessee and North Carolina participated in a massive search for a light aircraft bound from East St. Louis, Ill., to Greensboro, N.C. The Cessna 172 with two men aboard left East St. Louis around 11 a.m. (EST) Thursday, Feb. 2.

The search began about noon Feb. 3 when the Air Force Rescue Coordination Center notified Col. Joe Payton, Illinois Wing mission coordinator the plane was overdue at Greensboro. Col. Payton and Lt. Col. Glenn Kavich, Indiana Wing MC, began collecting data on the flight. A flight plan had not been filed, therefore, flight details did not exist. At that time, the last National Track Analysis Program radar fix was located in Illinois and the search was concentrated there.

Late Friday night, the mission coordinators in the three remaining states were alerted to the search. Lt. Col. Tom Schmitt, Kentucky Wing; Lt. Col. Ernie Karnes, North Carolina Wing and Capt. Jeff Wadley, Tennessee Wing, began organizing their search plans for Saturday.

For Colonel Schmitt, Saturday started at about 6 a.m. (EST). Not only did he have the search responsibility but as Kentucky Wing's vice commander for training and plans, he had a major role in the wing staff meeting scheduled for 10 a.m. at the Kentucky Wing Headquarters at Bowman Field in Louisville.

Several good things happened to defuse some of his pressure. First, about noon, Colonel Kavich came from Indiana with all the information he had collected on the search mission and volunteered to help any way he could. He and 1st Lt. Jim Luckett of the Kentucky Wing were immediately placed in charge of air operations. Second, the staff meeting was cut short, and third, most of the Kentucky staff members joined the search mission team.

At mid-day Saturday, facts about the missing plane still were scarce. Most of the "information" was gathered via logical deductions gained by drawing a line on the map from the flight's origination to its proposed destination. That line had one important "blip" on it—the most up-to-date NTAP radar fix about six miles southwest of Liberty, Ky., a small town about 100 miles southeast of Louisville.

The new radar fix meant that

the search would be concentrated from Liberty southeast through Tennessee and into North Carolina. Also, the responsibility for the search moved to the Kentucky Wing and Colonel Schmitt became the primary mission coordinator.

An important but discouraging fact haunted the veteran CAP search team — no ELT had been reported. All knew that a missing plane and no ELT signal can indicate extensive aircraft destruction.

One additional fact was that for several days, Kentucky's weather had been bitter cold and overcast. A light snow had fallen Thursday night and Friday in much of the search area. Also, that area of Kentucky is hilly to low mountains with rough terrain. The temperature was forecast to drop to near zero Sunday evening.

By mid-afternoon Saturday, the telephone lines into the Kentucky Wing Headquarters were jammed with calls. A U. S. Congressman from the district where the families of the plane's passengers lived urged Schmitt to contact the family directly and maintain contact with them throughout the mission. One parent called the mission coordinator as did a minister of one family.

The electronic and print media were following the search closely. They called for voice interviews and last minute news for the Sunday papers. The four television stations in Louisville sent camera crews and reporters for taped interviews and footage of team members working. Numerous additional media contacts came from Kentucky and the other four states. Public affairs information was passed on to them to keep the general public aware of the search activities and to develop leads to assist in finding the plane.

Amid all the confusion, the operations staff people continued to search for any bit of information that would give definitive direction to finding the missing aircraft. Aircrews, hampered by the weather, searched the area around Liberty and found nothing.

Earlier, Colonel Schmitt had activated ground operations by appointing Maj. Mike Cooper, commander of Kentucky Wing's Group II, ground operations director. Major Cooper selected 1st Lt. Jim Daniels, commander, Boone County (Ky.) Squadron, as ground team leader. He called a ground team meeting for 7 p.m. at the Casey County Airport near Liberty.

The ground team's mission for that night was to conduct ramp checks of all airports near

the missing plane's projected flight path. After completing their assignments, members were to meet at the CAP Squadron Headquarters in London, Ky. The last team reached London at about 3 a.m. Sunday. All reports were negative. The missing aircraft was not at any of the airports nor had it been seen or heard from.

Early Sunday morning, the ground team began retracing its tracks and headed back toward Liberty. This trip would be slow because the mission was to knock on doors and randomly interview residents for any clue which might lead to locating the missing airplane.

Back in Louisville, Sunday morning was quieter but increasingly more frustrating. The Tennessee and North Carolina Wings had found nothing. Colonel Schmitt and his staff were rechecking all telephone messages and other inputs received. They recalled NTAP and the AFRCC to verify the radar fixes and ELT silence.

Every detail of the plottings checked out. The process of elimination was slowly but surely narrowing the search area back to the "blip" on the map near Liberty and to the southeast. It also refocused the search team's attention on the Kentucky Educational Television tower that stands more than 1,000 feet above Dye Knob near Mintonville, a small town 20 miles southeast of Liberty and about 15 air miles south of the projected flight path of the missing aircraft.

Captain Wadley, the Tennessee MC telephoned and said he and his staff were mentally flying along the projected flight path and, considering the bad weather conditions, would have been looking for an airport close by and that airport could have been Somerset. If the missing plane's pilot did the same thing, the tower at Mintonville would have been a real hazard. Schmitt acknowledged that the same subject had been discussed in Louisville. He said that several air crews had searched the tower area but visibility was very bad so a ground team had been sent and was at the tower now. "I'll let you know as soon as we hear from the team," he told Wadley.

After what seemed to be a very long wait, the ground team reported from the tower that everything looked normal. The team would continue its search of the rough terrain surrounding the tower. This report was relayed to Captain Wadley.

At 2:23 p.m. Colonel Schmitt received a call from an FAA official in Indianapolis, Ind. He said they had a last location different from what the AFRCC

had reported. Schmitt repeated the numbers as he wrote them down. First Lt. Jim Goatley, the Kentucky Wing counter-drugs director, and Colonel Kavich stood and said, "That is close to the tower!" "I know the maintenance man down there, I'll call and ask him to go over and take a good look," Goatley said.

When the maintenance man called back, he said he saw no wreckage but that a guy wire on the southeast side of the tower had more slack in it than usual. "Could be that a light airplane hit it," he said.

Goatley asked him to climb the tower and take a careful visual search of the area. If an airplane had hit the guy wire, he reasoned, the debris would be a long way from the tower.

Before long, the maintenance man called back via relay and talked to Colonel Schmitt. He said that he and members of the CAP ground team had located part of the wing of an airplane. When questioned his description matched the markings of the missing aircraft and he said that the wing had not been there long.

Darkness, the rough terrain and cold weather forced rescue workers from the Pulaski County Rescue Squad to suspend their efforts Sunday night.

The remainder of the aircraft was found Monday morning nearly one-quarter of a mile from the tower.

Forty-four hours after the first call from AFRCC, the lost aircraft had been located, despite very bad weather and terrain conditions that affected both the air and ground operations. The mission was officially closed Monday, Feb. 6 at 9:01 p.m.

Colonel Schmitt expressed sincere appreciation to all the CAP members in the five states involved in the search mission. He thanked the five mission coordinators for their information and cooperation "Our Kentucky Wing staff, implemented by Colonel Kavich was tremendous," he said.

"The Oliver and Farmer families in East St. Louis asked me to extend their appreciation and gratitude to all CAP members for their time and hard work over this weekend. My feelings are expressed in this quote from George Eastman:

'What we do during our working hours determines what we have.'

'What we do in our leisure hours determines what we are.'

By that reckoning, you know the kind of people who make up the Civil Air Patrol," Schmitt said.

Ranger school starts in July

HAWK MOUNTAIN, Pa. — Pennsylvania Wing's 1995 Summer Ranger School starts here July 8 at noon and ends with a graduation ceremony July 16.

The Ranger School offers cadets ground search and rescue training courses at basic and advanced levels. A special advanced search and rescue course and an advanced field medic course are available also.

Senior activities include basic and team commander courses. Qualified senior members may also enroll in the special advanced search and rescue course or the advanced field medic course.

Students will live in tents, which they are to bring to the school, and prepare their meals while at this school. This school includes a three-day on-trail field problem for basic level students and a five-day field problem for advanced level courses.

For more information about this school, call Lt. Col. Betty Jones, school director of administration, at (412) 483-1537. According to school officials, it is mandatory that all students, cadets or seniors, obtain their wing commanders' approval to attend.

1995 Pennsylvania Wing Summer Ranger School Information

Mail to: Lt. Col. Betty Jones, 1331 Armstrong
Drive, Monongahela PA 15063

Name: _____

Address: _____

City/state: _____

Zip Code: _____

Phone no. _____

Please type or print clearly

Tale of a historic CAP aircraft

By Col. Lester E. Hopper
National Historian

NEW ORLEANS, La. — The research into the status of the 1,500 plus aircraft Civil Air Patrol used during World War II is at times a frustrating and unrewarding exercise.

However, occasionally the locating of one of these historic aircraft makes up for all of the day to day frustrations. Such is the case when I was informed of the existence of Sikorsky Amphibian NC 803 W.

The story of what makes this aircraft so historic is one of heroism which will long be remembered in the annals of CAP history. ("Fledgling CAP earns Air Medals for War Service," May 1994 "Civil Air Patrol News")

On a day in late July of 1943 Maj. Hugh Sharp, CAP, the commander of Coastal Patrol Base 2 at Rehoboth, Del., was notified that two of his pilots had crashed at sea. Major Sharp along with Lt. Eddie Edwards took off in Sharp's 13-year-old Sikorsky S-39 Amphibian in an attempt to rescue the downed pilots.

What follows is one of those epic stories. The amphibian was damaged in the water landing. The damage was such that it was nec-

essary, after rescuing the one surviving downed pilot, for Edwards to use his body weight on the end of a wing so that Sharp could taxi on the water for the next 11 hours.

For this feat of daring, Sharp and Edwards were awarded the first two Air Medals ever awarded to civilians. They were awarded by President Franklin D. Roosevelt in a White House ceremony some time later.

The locating of this aircraft and its travels since that fateful July 1943 day is an interesting story in itself. It started with a telephone call from Maj. Paul Rowan, a Connecticut Wing squadron commander who told me that he and some of his cadets had been working on restoring the subject aircraft at The New England Air Museum at Hartford, Conn.'s Bradley International Airport. Initial research of FAA records revealed that this aircraft was not listed. This meant that the aircraft was no longer in existence as far as the FAA was concerned. Needless to say I lost very little time in contacting the FAA and later visiting the museum when Major Rowan's call

advised that it did, in fact, exist. At the museum, retired Connecti-

ers, showed me the Sikorsky Amphibian. Discussion with Colonel Donato and subsequent correspondence with Lt. Col. Robert L. Horner, of the Connecticut Wing staff developed the history that follows.

NC 803 W was purchased July 31, 1930 by Charles W. Deeds, the vice president of Pratt and Whitney Aircraft Company. After passing through several hands, it was purchased by E. Paul duPont of Seaford, Del., in late 1941. It was duPont who sold it to his cousin, Hugh Sharp April 20, 1942.

Again it was sold several times and eventually ended up in the hands of C. E. Simmons of Yakutat, Alaska, May 1, 1953.

Mr. Simmons hauled cargo and passengers in the Alaska bush until 1957 when an engine failure caused an emergency landing. With the onslaught of winter, the aircraft was left to the elements. By spring it had been severely damaged by snow and was abandoned.

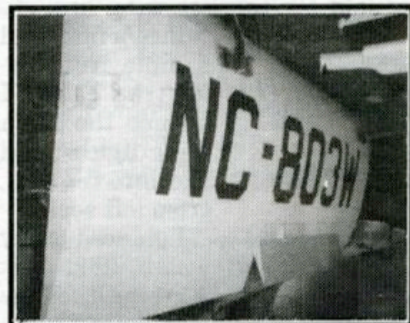
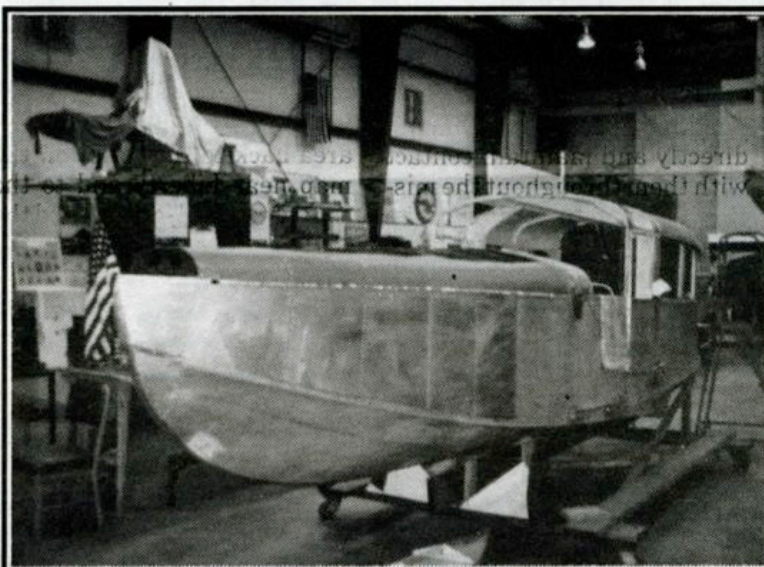
In July of 1963, Mr. Philip Redden of Anchorage, Alaska recovered the wreckage and shipped it to its present location at the New England Air Museum. It remained in storage at the museum until January 1993 when restoration was begun.

Restoration is well along the way to restore it to its wartime beauty. Thus we have "A

Tale of A Plane" which is one of the most historic CAP aircraft known.



Above, NC 803 W on duty at CAP Coastal Base 2, below partially restored hull of NC 803 W



Partially restored right wing of NC 803 W

cut National Guard Col. George Donato, one of the aircraft's restor-

Why attend region and National Staff Colleges?

By Col. Ernest C. Pearson
Pacific Region Commander

The Region and National Staff Colleges provide an uncommon opportunity for CAP officers to build, exercise and strengthen interpersonal relationship skills in a practical and friendly environment. These skills, when practiced with a genuine interest and awareness, position us for a productive and happy CAP life.

As our understanding, appreciation, and respect for each other merge, our thinking changes about how to better get along with each in order to make decisions that benefit CAP.

We begin to see how we can work together as a team of leaders rather than as lone individuals with personal agendas. This merging of changing thinking helps us reach better conclusions and make better decisions for those members who depend on us for

leadership. This is true irrespective of the officer's educational, professional, or CAP background.

The attendees are challenged to work successfully together in a fast-paced environment with kindred CAP members they have often just met but with whom they quickly become friends.

The dynamics of this setting provide a variety of challenging leadership and managerial situations. It encourages individual and collective refinement of each other's ability to reach personal goals and concurrently achieve group expectations.

The classroom sessions present a variety of ideas for consideration and evaluation. Familiar leadership and management theories often assume fresh meaning and practicality and new ideas are tested for relevance.

The wisdom and excitement shared by guest lecturers who are probably unknown to a majority of the audience

attach a level of practical significance to the presentations.

In a brief jam-packed week, the attending officers gain a different view of working together to accomplish tasks in less time. This results in higher productivity and cost savings with our time and resources.

We understand more clearly how to succeed when faced with problems that take away from our limited available time to perform successfully. We will not dominate, be dominated, or believe we are inadequate or unwilling to involve ourselves in resolving our organizational differences.

This confidence creates an esprit de corps and establishes an example for others to follow. CAP and each of us are greatly benefited by this practice of staff college knowledge and spirit. It further provides the opportunity to discover more reasons to value our CAP membership.

These colleges meet the required residence courses for completion of Level IV and V of our highly professional and personally rewarding senior member training program.

Our continuing successful performance of the letter and spirit of these colleges is a continuing tribute to those dedicated training officers who conduct staff colleges in eight CAP regions and at National Headquarters.

The attentive CAP officer leaves staff college with new friends, new views of CAP, and a collection of fond memories. They return to their home units with polished skills and the ability to demonstrate greater individual and collective successes.

They have increased their value as volunteer citizens performing our Missions for America. These are tangible and exciting reasons for attending region and National Staff Colleges.

SOLO FLIGHT -- a cadet's

By Cadet Jeremiah McClendon
Texas Wing

"The attached article says it all ... and is the reason that our Cadet Program is my Number One priority."

**Brig. Gen. Richard L. Anderson
National Commander, CAP**

The room slowly filled with different faces, each representing another far reaching area, some different states. We were all there for the same reason, to learn to fly. I was proud to be there. When I was sitting at home in my desk filling out the application forms, I thought my chances for selection were one in a million. I bet all of us felt that way, and we all wanted to prove to ourselves and each other that we deserved to be there. Meeting each other was not difficult, we were all united by a desire to fly, and we were all cadets, a few I had heard about and some I had seen at other activities.

We were sitting in the cafeteria at Texas State Technical College in Waco, stuffing ourselves with tofu hamburgers when we first saw him. He was a colonel in the Air Force, a fighter pilot, a symbol of what we all longed to become. One glance would tell you he didn't put up with very much.

His hair was silver gray, and he was in a flight suit like the rest of us, yet he wore those tarnished silver wings we all idolized. The star and wreath looming above those bronzed feathers spoke of countless hours, years, decades of service. I saw respect and longing reflect in the eyes of my friends.

He was Col. Lauro Reno, or "Sir" to us, and our chief flight instructor. He was the one that would ultimately decide if we were ready to fly; to soar above the heads of the rest of the world, alone. He was followed by Lt. Col. Benevides, our project officer, and Lt. Col. Samuels, our ground school instructor. As the Colonels entered the room, someone bellowed "RHOOMTEHCH-HUGHT." Every cadet, all 10 of us, shoved the tables in front of us and stood ramrod straight, our eyes fixed on a tiny spot on the far wall.

"AT EEEAAASE!" Colonel Reno responded. We relaxed enough to allow our arms to swing behind our back. This was ground school, not-a party school. We were then led into a large room where we met the remaining five cadets. At an informal meeting, 15 cadets and three instructors standing in a circle for two hours, we were briefed on everything from our rooms to our assigned airplanes. Mine was a 180-horse power Cessna 172, tail number N99598. Two-inch binders were passed around, each one full of information that we would learn to know better than our alphabet.

"Gentlemen, this is not a party school. If you don't work hard you will leave, we don't have to let anyone fly. You

have to earn those solo wings!" our chief flight instructor told us. "You must know all the tower frequencies for TSTC and McGregor by tomorrow morning. Start reviewing all the emergency procedures tonight, too. Any questions?" he asked.

"NO SIR," we answered in unison.

At another briefing in the headquarters building along the flight ramp, we met our instructors. I had two other cadets in my flight. One from Arizona, the other from Houston, Texas. The room was called to attention once more, and we were told to be outside our rooms by 0600 hours, breakfast was at 0615, and by the way, we could get a ride in the instructors' van if we were out at 0545. After we were dismissed we made our way to the cadet van. The billeting we were assigned had two bedrooms each, a kitchen, and a pass-through restroom. They had once been bachelor officers' quarters, or BOQs.

The kitchens were most likely at one time rather clean, but after a week of washing clothes in the sink and burning batches of ready made cookie mix to coal quality material it probably will never be that way again.

I had the room on the front, the one closest to the kitchen. My roommate was from Arkansas, the two across from me were both from south Texas. I never really got to know my roommates, the scheduling had us coming in while the others were going out. My closest companions were all in my flight. We did everything together. We ate together, flew the same airplane, and had the same instructor.

cess memorized after our ground school instructor walked us through it the first day.

Key in the master switch, master switch on. Check the instruments, slowly one by one, looking for surprises. Suction, fuel, amperes, volts, Loran, GPS; everything in the green. Flaps down, so I can check the hinges and control bars during the walk around. Last step, kill the master switch, remove key.

After I pocket the key I reach behind the seat to remove the fuel tester. I stepped back into the cold wet wind as I shut the door. According to the diagram, the one we memorized and swore by, I should begin here, at the tail.

I remove leather gloves, the ones Dad used at pilot training. All my life I had wanted to be a fighter pilot, well, really an astronaut. I never told that to anyone now though, it was like planning on being the president of the United States. And now I had taken a small step on the road to my chosen profession. No, I was not at the Air Force Academy, I was not at Test Pilot School or Flight Training for that matter, but I was at a Civil Air Patrol Texas Wing Solo Encampment, and God willing I would be at those other places one day too.

I ran my hands across the left elevator and felt the cold aircraft aluminum pass under my cold

"A silver liquid played with the light as I filled the fuel tester. The fuel smelled pure, and no particles or water were found at the bottom of the tube."

the control surface to confirm full movement. My hands ran along the bottom of the aircraft, searching for a break in the smooth cold skin. I reached the right wing and repeated the process. I felt every hinge on the ailerons and flaps, and felt the leading edge for any breaks in the smooth, flowing surface.

A silver liquid played with the light as I filled the fuel tester. The fuel smelled pure, and no particles or water were found at the bottom of the tube. As I emptied the container, I slipped my hands under the flowing liquid. Oily, soft. My foot felt the familiar foot hold as I lifted myself up level with the wing. This wing was full.

Next step was the engine oil. A dark line extended to seven quarts, OK. I searched the engine intake for debris and gave a firm tug on the propeller. The aircraft swayed slightly forward before it returned to its resting position. That familiar divot there, the slight, grounded groove here. My mind wondered at the wonderful thrust that the metal instrument my hands had traced around produced. I repeated the procedures for the left wing and obtained a final fuel sample from below the cabin. I opened the cabin door again and slid into the cool, crisp left seat.

I glanced at my watch, 0525 hrs. A breeze lifted the frigid air in the cabin. My eyes caught the familiar form of Maj. Hill. I left the seat again and took a position in front of the propeller. As he approached I

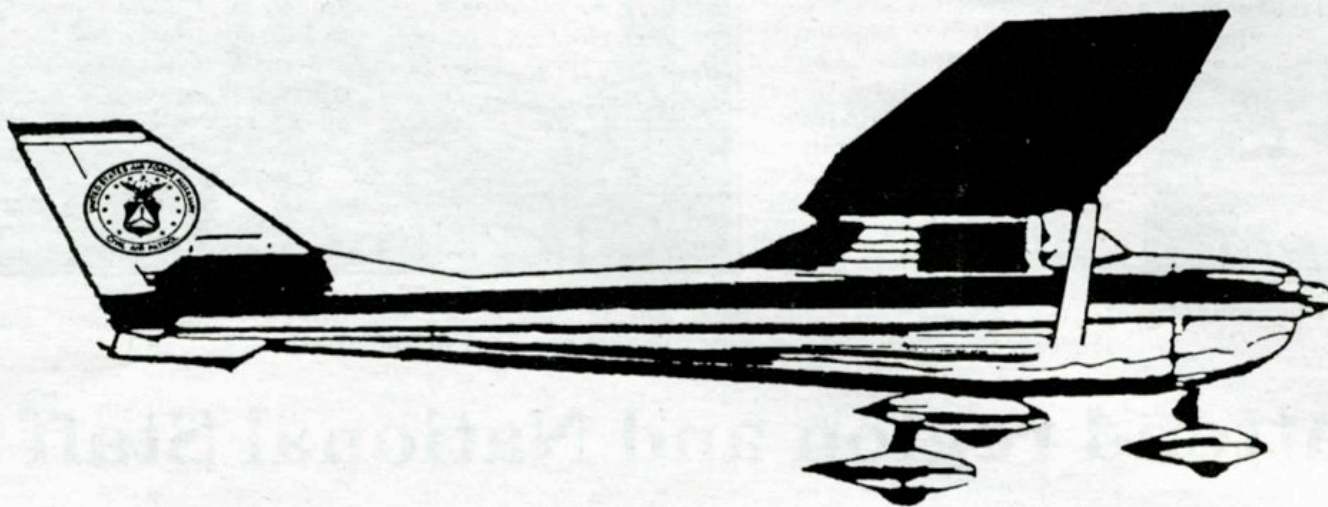
raised my arm in a salute. It was crisply returned. "Let's get the heater on."

"Yessir." I replied. The aircraft shuttered as life itself swelled into the cold aluminum. Radios, transmitters, and engine instruments all began to show signs of life. The gyro was fired up, and the reassuring hum filled the cabin.

"ELECTRICAL FIRE!" the instructor yells. "ELECTRICAL FIRE!" he repeats. Jolts fire my spine as my entire body becomes lifted out of the quite peacefulness that an early, cold morning brings.

Without thinking, without knowing, I yell. "IDENTIFY smell, KILL MASTER switch, KILL individual switches, TURN ON master switch, TURN ON individual instruments, IDENTIFY FAULTY INSTRUMENTS." It was a long word, and I'm glad I had memorized that stuff.

"OK cadet, continue," he answered.



"Early morning flights were the best."

Early morning flights were the best, except you had to get up at about four-thirty every morning. That part didn't bother me much, I had come here to fly anyway. In the morning, the air was cool and calm, the ride was much smoother. And there was a certain satisfaction of beating the sun. For those early morning flights, we were in the briefing room at no later than 0500. A briefing lasting about fifteen minutes informed us of meteorological conditions, prevailing winds, and our flight plan. The airplanes were parked about 200 yards from the HQ building, and the walk to the airplanes reminded me of the journey I had begun.

My first chore was to unlock the cabin and check the instruments. I had this pro-

cess memorized after our ground school instructor walked us through it the first day. A few rivets here and there, a seam along the side. This aircraft is beautiful. Cold moonlight and rising sunlight illuminate the white surface, it glows. The gray clouds tore, uncovering a deep black sky that continued into space, into eternity. I watched as the last few glittering stars slowly faded into that eternal sky. The back windshield reflected a dim moon, slowly becoming hidden by the oncoming clouds. I had never realized how beautiful a Cessna could look.

I forced myself to continue the walk around, yet kept my hand slowly gliding over the surface until I reached the vertical stabilizer. The control surfaces moved freely and quietly, as if waiting for their liberation, their home, the sky. I gently rocked the plane by pushing downward on the right elevator, and lifted

dream comes true

"Yessir."

I would soon learn that that procedure was easy compared to the stuff they'll fix up for you in-flight. We all got our share of engine failures en-route, cabin fires, and aborted take-offs/landings.

After our flights, we would always gather around the briefing table and swap stories, lessons learned, and anything else anybody would believe. We soon all got to know each other like we had known each other all our lives. That happens when you share your failure, success, and airplane with someone else.

Eventually, regardless of how it started, the conversation would always drift to the same thing, our solo flight. We all knew it would come, yet we did not know when. For the first few days, I didn't feel I could become prepared for my solo. But somehow I felt that day grow closer and closer. Time with the instructor slowly shifted from flying with him to him flying with us.

For me, landings were the first stumbling block. It seemed as though I was always either coming in too slow or too fast. I thought I'd never get it. Then one morning it clicked, it became easy, fun. I just concentrate on the end of the runway, and let the airplane gently slip into the ground effect. On final, controls seem to swap places. Throttle controls pitch,

your angle of attack, and the stick or elevator controls the airspeed. I thought "my" airplane was something else, I'd take that Cessna over anything, and still would. Well, like everyone else my day came. My day to take complete control over an aircraft and to fly over the heads of the world, to thrust myself into the wild, eternal sky.

That morning was like any other, I was cold and so was my instructor. I ran through the pre-flight in a quarter of the time it took me on the first day. I dialed the radio to 121.7. "TSTC Ground, this is Cessna November niner niner five niner eight student pilot, requesting permission to taxi to [runway] one seven left."

"Winds at one eight zero at three knots, taxi to runway, hold short." Ground quickly responded.

"Five niner eight," I answered.

My instructor and I taxied to the usual run-up area and performed more pre-takeoff routines. Rpm to 1500, first kill left magneto, then right, making sure the rpm needle doesn't dip more than 100 on either. Carburetor heater on, then off. My mind knew it must be coming soon, if not today then surely tomorrow. I saw a picture of what the aircraft must look like from the outside, a white ghost-like animal waiting, crouching to spring for-

ward into the eternal sky.

"TSTC Tower, this is Cessna November niner niner five niner eight, holding short on runway one seven left for left pattern." I say this now without writing every word on my knee board like I did the first day.

"Cessna five niner eight, cleared for take-off on one seven left," tower responds.

"Five niner eight," I quickly respond, eager to set the animal free.

This flight passes quickly with my instructor, and after the third touch and go he tells me to stop on the access ramp halfway down the runway. "Is this it?" I ask myself a dozen times as I land. As we enter the access ramp he tells me to hold short. "This IS it?" I think, "Can it be? Am I really ready?" I trust my instructor. He looks at me and asks for my log book and student pilot's license. My hands shake as I reach for them, both in the leg pocket of my flight suit. He smiles and I hand him my papers. He opens his door and steps out, the engine is still breathing, the airplane is still alive, and he is leaving. "Try it without me now," he yells, barely audible above the

"As I watch the clouds grow closer I realize that one of my dreams has come true, I AM flying, alone."

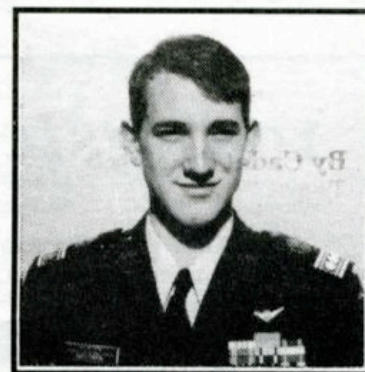
roar of the engine.

"YES, SIR." I shout back.

The door quickly closes and I am left alone. I take two deep breaths and concentrate. "TSTC Tower, this is Cessna five niner-eight student pilot, holding short on runway one seven left for right hand pattern."

"Cessna five niner eight cleared for take-off, and good luck." Tower answers quickly.

He must know about the solo encampment I think as I suddenly realize that I am accelerating at 90 knots down the runway. Everything comes back like I've done it before, regardless of that big empty place where my instructor used to sit. The airplane leaps off the runway and climbs into the sky. I see the familiar objects below me as I watch the altitude indicator near 1000 feet. I glance over my left shoulder and see the stunning buildings, trees, and lake pass below me. I enter the turn to crosswind and continue to climb to 1200 feet. I also realize how quickly the aircraft climbs without that extra 200 pounds of instructor. As I watch the clouds grow closer I realize that one of my dreams has come true, I AM flying, alone. I am untethered. I am now separate from the ground. Beauty surrounds me as I lift my head towards the heavens. Forever upwards they travel, it is a grandeur unparalleled to any I have heard.



Jeremy McClendon

seen, or dreamt. In my mind, I have become closer to my Creator, to my God. I have come to understand the last phrase of the poem "High Flight," a poem I used to scoff.

"Where never lark, or even eagle flew.

And, while with silent, lifting mind I've trod The high untrespassed sanctity of space, Put out my hand, and touched the face of God."

The author wrote the preceding article about his experience at the 1994 Texas Wing Solo Encampment for a journalism contest. He earned the Earhart Award last November, and is pressing on toward the Gen. Carl A. Spaatz Award. McClendon has applied for the International Air Cadet Exchange this summer and hopes to attend the Air Force Academy next year.

Wings Weekend in Mattoon, Ill.

SPRINGFIELD, ILL. — The Fifth Annual WINGS Weekend will take place July 7-9 at Coles County Airport, Mattoon, Ill. Participants will have the chance to complete their FAA WINGS pilot proficiency program in one day.

The FAA WINGS Program is an aviation safety program stressing recurrent training for all pilots. It consists of completing three hours of dual flight instruction and attending a one-hour ground safety seminar. The Illinois WINGS Weekend program brings together volunteer flight instructors and pilots for free flight instruction. This allows pilots to meet the FAA WINGS requirements in one day. Pilots bring their own aircraft, or can rent from the local FBO. Completing a phase of the WINGS program meets the requirements for a Biennial Flight Review.

The Wings Weekend is sponsored by the Illinois Department of Transportation, Division of Aeronautics, Federal Aviation Administration, and Coles County Airport Authority.

Flying begins Friday morning, July 7. A flying companion seminar will be held Saturday morning. A pig roast, ice cream social and musical entertainment program will be held Saturday evening. Vendors with aviation-related items and food service will be available all weekend. For more information about the WINGS Weekend program, contact John Nelson at 217-785-8516.

International Young Eagles Day June 10

EAA AVIATION CENTER, OSHKOSH, Wis. — Young people around the world will again have the opportunity to "take to the air" on Saturday, June 10, as the EAA Aviation Foundation hosts its second annual *International Young Eagles Day*. The event, the most ambitious, internationally coordinated effort held in conjunction with the Foundation's "Young Eagles Program" each year, seeks to introduce thousands of kids to the world of flight in a single day.

The Young Eagles Program was launched during the 1992 EAA Fly-In Convention at Oshkosh, Wis. Its goal is to provide one million young people with a free demonstration airplane ride by the year 2003 — the 100th anniversary of powered-flight and the 50th anniversary of the Experimental Aircraft Association.

More than 120,000 young people and 10,000 volunteer pilots have already participated in the program. Those pilots have helped kids gain a new perspective on the world in which they live and the role aviation plays in their everyday lives. The pilots have also become "aviation mentors" and shared their knowledge and experience with a new generation of aviation enthusiasts. The program also brings families out to local airports, where they discover the resource an airport is to a community.

"International Young Eagles Day is a natural outgrowth of the Young Eagles Program," said Tom Poberezny, EAA Aviation Foundation president. "Last year nearly 20,000 young people discovered the world of flight during our first International Young Eagles Day. This year's Young Eagles Day provides another great opportunity for EAA members and other associated pilots to

'break down the fences' that might keep the next generation's aviation enthusiasts from discovering the possibilities available to them through aviation."

As in 1994, dozens of flight rallies will be held on as many as five continents (North and South America, Africa, Asia and Europe). In addition to the many large flight rallies scheduled, individual EAA pilots will provide airplane rides to kids in their local area on (or about) June 10.

Gen. Chuck Yeager, honorary chairman of the Young Eagles Program, will also be participating in International Young Eagles Day. He has personally flown dozens of young people since becoming honorary chairman in January 1994.

"We have a responsibility to pass along our aviation heritage to our kids and grandkids," Yeager said; "Thousands of pilots and other EAA members already have. I

hope those who haven't will start soon — not today, then certainly on June 10."

EAA members who are not pilots can also participate in International Young Eagles Day through ground activities at flight rallies or by bringing together an EAA pilot and a young person for a demonstration flight.

Other designated organizations that have associated with EAA for the Young Eagles Program will also participate.

"Involvement is the key to making the Young Eagles Program successful," Poberezny concluded. "For aviation to grow, each one of us who enjoys the world of flight must share our enthusiasm with someone eager to learn more. That is the challenge for all EAA members and everyone involved in aviation."

Youngsters learn about winter flying

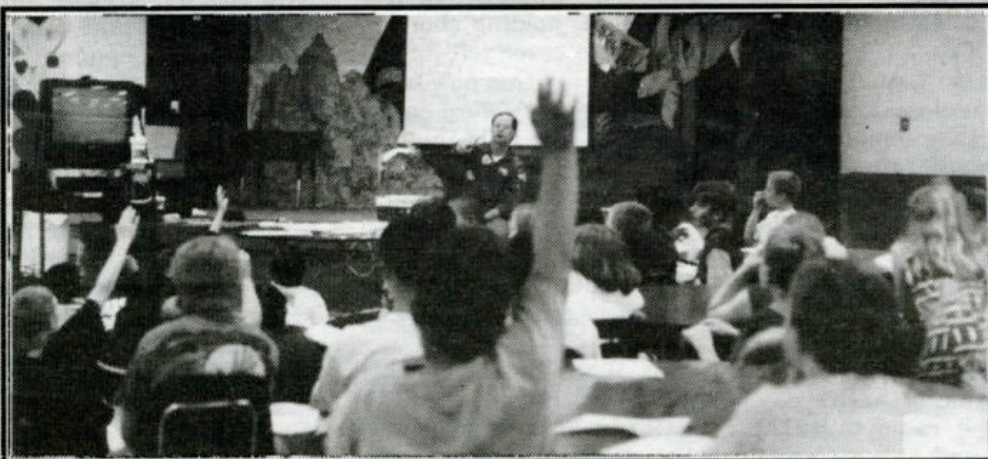
San Antonio, Texas — Capt. Morgan Montalvo of CAP Group 19 and Lt. Tim D. ParMcKee from the Bexar County Senior Flight Squadron spent an afternoon with the 5th grade science classes of the Crestview Elementary School in Live Oak, Texas. The topic: "How Do Airplanes Fly in Winter Weather?" Since it was winter time in south Texas, this was the perfect time for the topic.

Both Montalvo and McKee explained, first, how airplanes fly. Then, what happens when ice forms over the wings and how this disrupts the air flow as well as adding weight to the aircraft.

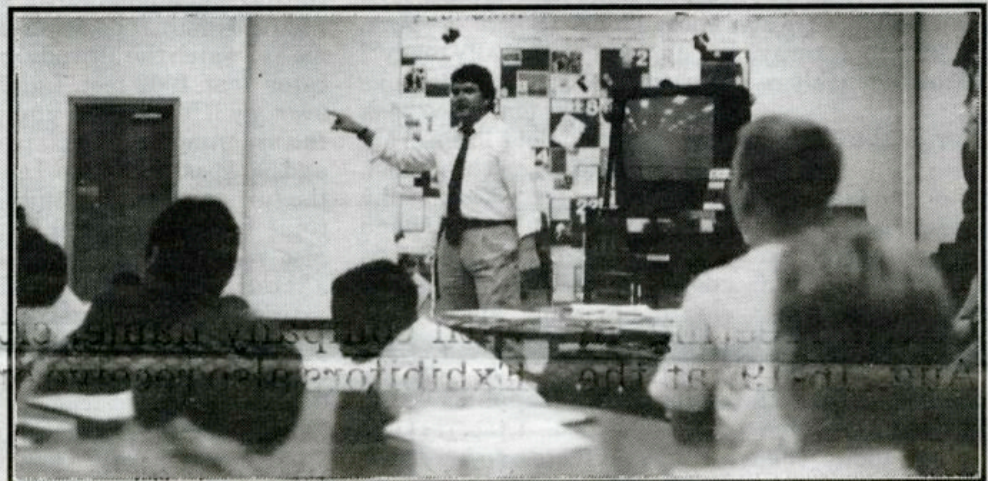
McKee, using visual aids explained aerodynamics and the loss of aerodynamics due to icing. Students were quick to ask questions, such as, "How do the big jets fly through winter storms?", "How does ice form when it isn't snowing?" and "How do pilots avoid flying in certain kinds of weather?" Great questions from 5th graders! The topic of weather, and when to and not to fly also included thunderstorms, cold fronts, warm fronts and even hurricanes. All the students knew that the big storms are the ones to avoid!

The students watched a video on flying in icing conditions, part of the King Video series. McKee commented that he thought that this might be a little "over their heads." However, based on the questions that he received after the video was shown, McKee and Montalvo agreed, that these students were an exceptional group!

Montalvo brought a video on the history of the CAP. He explained to the students that the



Lieutenant McKee explains aerodynamics and the loss of aerodynamics due to icing. (CAP photos courtesy Lt. Tim McKee, Texas Wing)



Captain Montalvo presents a video history of CAP to the class.

CAP is responsible for looking for lost airplanes, campers, boaters and assisting in times of natural disaster.

He also covered the CAP Cadet Program. Many of these students will be ready to start with CAP next year. And yes: Many questions were asked about the Cadet Program.

This is the second time in as many months the Captain Montalvo and Lieutenant McKee have spoken at an elementary school. Both Montalvo and McKee will tell you,

this is how you keep kids out of the gangs: give them something interesting, challenging and fun like the CAP, and their chances for a great future are brighter.

The CAP duo's presentation was well-received as evidenced by the more than 50 thank you notes mailed to Captain Montalvo and Lieutenant McKee. Taking a few minutes out of their week, paid off in smiles and kindled interest in the faces of the young students.

Minnesota CAP, Aeronautics Office host flight safety clinics for pilots

ST. PAUL, Minn. —The Minnesota Department of Transportation, Office of Aeronautics in partnership with the Minnesota Wing Civil Air Patrol is holding a series of pilot flight safety clinics at locations around the state. The first slate of clinics run through June 1995. A schedule for the rest of the year will be announced at a later date.

The following joint flight safety clinics will be held on the dates shown, however the location may be announced at a date closer to the scheduled clinic date: April 27, 1995 at 7 p.m., in Worthington. The next joint flight safety clinic will be held June 22 at Thief River Falls beginning at 7 p.m.

In addition, the Civil Air Patrol will hold pilot safety clinics at Willmar April 29; Rochester, May 21; Grand Rapids, June 3; and Brainerd, June 24.

Pilots participating in these flight safety clinics can earn credits in the FAA Wings Program. For additional information on the joint flight clinics, contact Ken Patz, Office of Aeronautics. For additional information on the CAP sponsored flight clinics, contact 1st Lt. Don Dalton at 612/388-4864. For additional information on the Mn/DOT, Office of Aeronautics flight safety clinics contact, Ken Patz, 612/2969856.

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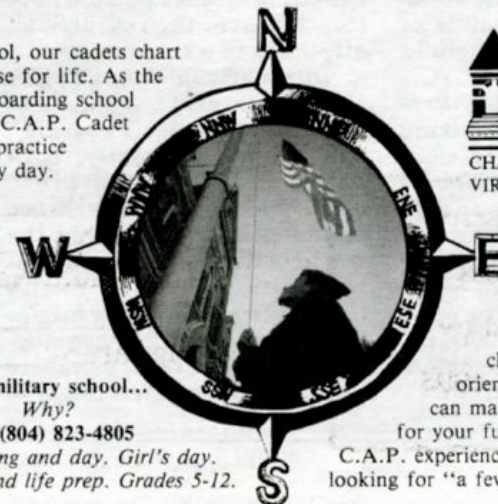
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There are a limited number of exhibit booths available for the 1995 National Board Meeting. This year's rate per display is \$450. Each additional booth is \$350. All booth spaces include a fully carpeted and draped 10' X 10' exhibit booth, 6' draped table, plus two chairs.

Also included will be a 7" X 44" sign with company name, city, and state. Exhibitors also receive one FREE National Board Registration, which includes evening cocktails Thursday and Friday; plus morning coffee breaks Thursday, Friday, and Saturday; and one Saturday evening Banquet Ticket.

Applications, and payments, are due July 17.

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Title: _____

Signature: _____

**Registration
form must be
received by
July 17, 1995**

People ... in the News



Cadet Kevin Moebes

Southeast Region

Cadet Kevin Moebes was presented the coveted Spaatz Award by Congressman John J. Duncan at the **Tennessee Wing** Conference. Moebes is a member of the **Sumner County Cadet Squadron** where he serves as cadet commander. He commanded the **Tennessee Wing** drill team in 1993 and attended the 1994 National Youth Leadership Forum on Security and Defense in Washington, DC.

At Hendersonville High School, Cadet Moebes is a member of the National Honor Society, the Science Olympiad Team, Beta Club, DECA and on the staff of the school paper. He regularly ranks in the top 10 percent of his class academically and has received varsity letters in track and wrestling.

Middle East Region

The **Goldsboro Composite Squadron, North Carolina Wing**, launched their annual model rocket program with a guest speaker. Ronald A. Cline, an experienced model rocket enthusiast, spoke to cadets, giving advice and sharing techniques for the construction of their model rockets. The model rocket activity is part of the squadron's aerospace education program for cadets and senior members. Cline also displayed various model rockets he had constructed throughout the years, including one model more than 20 years old. The squadron plans to hold a day-long model rocket launch and family picnic in May.

North Carolina Wing's 111th Search and Rescue Squadron was awarded the Explorer Post Number 111 Feb. 17, by the Mecklenburg Council, Boy Scouts of America. The new partnership, endorsed by both CAP and the Boy Scouts, means that young men and women, aged 14 through 20, may now be dual members in both CAP and Explorers, the popular national co-educational Scouting program. This is an effort to help young people in the local area find more opportunities to develop leadership skills, learn about aviation and emergency services, as well as participate in actual lifesaving missions. Maj. Charlie Self, 111th deputy commander, commented: "We're trying to get kids to join us and be a part of a different kind of 'gang' than the ones you find on the street. If they come out and see all the things we do — flying, rescue work, and now the Explorer activities, maybe we can make a

difference in their futures."

Virginia Wing CAP members recently helped the Culpeper Red Cross by flying the Red Cross in a simulated disaster relief mission. CAP pilot Capt. Carl Lyon flew Red Cross member Glenn Martin over a simulated disaster area. The purpose of this flight was to practice making air surveys of possible disaster areas. This was a statewide effort for the Red Cross featuring radio relays through Ham radio operators and relays to the emergency operations center in Richmond, Va. The Red Cross also had four two-person ground assessment teams. Also during the day, some of the cadets from the newly formed **Minuteman Squadron** were given orientation flights.

Maryland Wing's Cadet Brian Coats was honored as the Cadet Aide for National Commander, Brig. Gen. Richard L. Anderson, during the wing conference. Cadet Coats is the cadet commander of the **Glenn L. Martin Composite Squadron** in Middle River, Md.

Northeast Region

Massachusetts Wing Commander, Col. Thomas DiMilla, presented the joint CAP-AFROTC squadron charter to Air Force Maj. Cheryl Koren, commander of the **Minuteman Squadron** of the University of Massachusetts, March 4. The **Minuteman Squadron** joins the **Eagle Squadron** of Worcester Polytechnic Institute as joint CAP and Air Force ROTC programs in Massachusetts colleges. The ceremony was held at the Chicopee Metropolitan Airport, attended by Col. Robert Isabel, the wing's Air Force Liaison Officer, and numerous members of the **Minuteman Squadron**, the **Massachusetts Wing** and **Group II** staffs, and the **Westover Composite Squadron**. Six ROTC cadets from the University of Massachusetts Amherst campus have already gotten a chance to start their orientation flights in aircraft from the **Essex County Composite Squadron**, the **Westover Composite Squadron**, and the **Wing's Group II**. The flights were conducted by CAP wing members Lt. Col. Daniel O'Connell, Maj. Donald Desfosse, Capt. Paul Labelle, and Lt. Tim Nelson.

Pennsylvania Wing's Clearfield Composite Squadron 1202 public affairs cadets and PAO 2nd Lt. Sue Phelan, designed a display for display at the Clearfield County Court House representing Civil Air Patrol and its missions. Posters, pictures and a model built by Cadet Justin Jasper were placed in the case. The display is for public viewing, and to promote CAP. Cadets helping out included John Knepp, and Kelley Bloom.

Lt. Col. Lisa Hebo, commander, **Pennsylvania Wing's Mount Pocono Composite Flight 207**, accepted a memento of General "Hap" Arnold from U.S. Army Col. Michael Linquist, commander of Tobyhanna Army Depot at the Army Communities of Excellence dinner recently held at the Depot's

Community Club. The Flight's headquarters is at the depot.

Great Lakes Region

Illinois Wing's Peoria Composite Squadron worked with the 182nd Air National Guard Airlift Group to complete a winter survival exercise on Jan. 14-15 at the Group's facilities at the Greater Peoria Airport. Twelve cadets and two seniors took instruction from TSgt. Daniel Szymberski and SrA Ian Gardner of the 182 Airlift Group in the overnight exercise. The day began with a one-and-a-half hour briefing in the group operations building. Slides, a video, and an oral presentation covered various phases of winter survival. Included in the daily activities were basic cold weather survival techniques, shelter construction, emergency fire starting, signaling, night-orienting, preparation and use of snares, and cold weather food preparation. Arctic sleeping bags and other survival equipment was supplied by the 182nd ALG.

While there was a lack of snow, there was no lack of mud. Some of the cadets slept in shelters that they constructed. In fact, a parachute shelter built by the cadets last May, was still in good enough shape for use by two of the cadets. This is planned to become an annual event, which was also covered by two local television stations and a newspaper.

Ohio Wing's Clermont Mustang Squadron and Squadron 109 cadets joined the 121st Air National Guard at Rickenbacker ANGB in Columbus, Ohio, for an orientation flight on their KC-135R air refueling aircraft. The flights were conducted as part of the aerospace education program for both

cinnati. After the flight, Boyle showed the cadets numerous systems involved in operating and maintaining the KC-135. As a result of a subsequent news release to the local media, five new cadets joined Squadron 109.

Ohio Wing's Lakefront Thunderbirds Squadron 411 donated a World War II Link Trainer to the Crawford Auto and Aviation Museum in Cleveland. The trainer will be refurbished to its original condition along with workable instruments. It will then be put on public display. **Squadron 411** members will be afforded the opportunity to "fly" the Link as many of the World War II pilots did some 50 years ago. A plate will be attached to the Link in appreciation and recognition of the donation by the Civil Air Patrol.

North Central Region

As a video of Whitney Houston played overhead, the cadet color guard from **Missouri Wing's Richards-Gebaur Composite Squadron**, marched crisply onto the field at Arrowhead Stadium Saturday, March 25.

Ms. Houston's vocalization of the National Anthem carried through the overcast sky, while 12,000 scouts, parents and leaders watched the color guard proudly carry the U.S. and CAP flags during the opening ceremonies at the Kansas City Boy Scout Expo 1995.

After departing the field, the **Richards-Gebaur** cadets and seniors opened their recruiting booth to a variety of interested teens and adults. The squadron exhibit was part of 38 exhibitors, sports figures and physical activities for youths ages 5 through 18 years.

a videotape of his "Explorer" aircraft flying in the Arctic. He is currently building a second "Explorer" twin engine aircraft, and is also designing a four-place "family" aircraft for future production. Following the program, the unit had a vehicle safety class presented by unit Safety Officer Lt. Landrum, and a medical briefing on the affects of Aspartame on flying by Dr. Jack Soltman and Lt. Jerry Haaland.

Flathead Composite Squadron Cadets of the **Montana Wing** were given the rare opportunity of operating the Kalispell, Mont., National Guard's M-1 tank simulator. The \$2 million mobile simulator is a high-tech computerized piece of equipment that simulates the actions and armaments of an M-1 tank. The M-1 tank is capable of hitting targets in the air, as well as on the ground.

The cadets were faced with various combat situations and had to destroy the target before the target destroyed them. About 18 seconds is all the time that is allowed after spotting the enemy vehicle.

Southwest Region

A four-day long media blitz by the **Brownsville Composite Squadron, Texas Wing**, has created great public awareness in the Texas Rio Grande Valley area. The Valley Morning Star, the largest circulation paper in the area, devoted a full page to the squadron. If four color pictures didn't get attention, the one-and-a-quarter inch tall headline, "Angels In Flight" should have. "Civil Air Patrol volunteers are there when lives are threatened," said a smaller, but still large heading. Extensive photo coverage featured

SrA Darren Boyle, answers questions from three Clermont Mustangs Composite Squadron cadets from aboard a KC-135 air refueling aircraft. (CAP photo courtesy Cadet Richard Harley, Ohio Wing)



Rocky Mountain Region

Idaho Wing's District 2 Composite Squadron hosted world famous aeronautical engineer and aircraft designer, Dean Wilson, to speak at a recent unit meeting. Wilson, who designed the Avid Flyer, the Ag-Eagle and other aircraft, presented a program on his latest designs and on the future of general aviation. Wilson showed

unit aircraft and personnel at their duties, including **Group 3** Commander Lt. Col. Florentino Galvan, Maj. Frances Garza, Capt. Edmundo Arizpe, 1st Lt. Shirley MacDougall and 2nd Lt. Chris Bujanos. Two major television stations covered a demonstration of skills squadron members would use at an upcoming SAREX. A radio interview was also completed by Capt. Middleton. Complementing the "blitz", eight news releases

CAP units and went to Albany, N.Y., and back to Rickenbacker. Boom Operator, CMSgt. Thomas F. Foster, showed the cadets how the refueling boom worked and in-flight refueling operations. Flight arrangements were also supported by **Squadron 109** Commander, Cadet Lt. Col. Darren Boyle, who is also a crew chief on the KC-135 with the Guard unit. He is also a CAP pilot studying aerospace engineering at the University of Cin-

People ... in the News

were completed between Jan. 1 and March 8, covering EPIRB searches, a SAREX, cadet support in the Miss U.S.A. pageant, and numerous promotions and awards. Personal contact had been made with at least a dozen media personnel, giving the unit heightened visibility to their community.

Pacific Region

Alaska Wing's Southeast Composite Squadron Cadet Arleigh William Dean received the Spaatz Award. "Billy", a third generation CAP member, is now finishing his second year at West Point.



Cadet Arleigh Dean

Washington Wing Fire Mountain Squadron Cadet Todd Benson got a double bonus recently. He was appointed to the class of 1999 at the U.S. Air Force Academy and passed his Earhart exam to become a Cadet Captain. Benson will report to the academy for basic cadet training June 28 95. "This has been a long awaited honor for

me," said Benson, who had applied for appointment in 1993 and 1994 as well. He continued, "I just wouldn't give up." Benson is a second year student at the University of Washington, where he is enrolled in Air Force ROTC. Benson also received a nomination from Civil Air Patrol to the U.S. Air Force Academy Preparatory School.

Lyman Field Composite Squadron cadets and seniors, of the **Hawaii Wing**, participated in the first annual "NO HOPE IN DOPE" parade and exhibition March 11 at the Waiakae High and Intermediate School in Hilo, Hawaii. A color guard was provided for the parade, consisting of Cadets Sean Krejci, Shane Chew, Shane Kaaliher, and Michelle Swan, while senior member Robert Arthurs followed in the squadron van. After the parade, seniors and cadets set up a booth along with other youth organizations, providing information on the CAP Cadet Program. Cadets also stood by and helped DEA pilot and CAP squadron member Ben Hafer with crowd control, as they viewed the Hughes 500 helicopter that he had flown in for display.

Cadet members of **Nevada Wing's Reno Composite Squadron** got a special opportunity, March 15, to tour the local FAA Flight Service Station. The in-depth look at flight station operations was presented by Roy Blood. Blood, an active pilot, is an air traffic control specialist with approximately 20 years of service in the field.

Among the many functions of the busy flight service station explained to the cadets were: general aviation flight plan tracking, weather briefings and the flight service station procedures for lost or overdue aircraft. Blood also took the time to give extensive explanations on the design and use of electronic navigational aids, and tracking VFR positions of general aviation aircraft.

Senior Member Frank Dulcet designed and set up the evening presentation to give the cadets a broader view of the air traffic control system, which can sometimes seem intimidating and mysterious to even the experienced pilot. Dulcet is himself a retired air traffic control specialist, and a valuable new asset to the **Reno Composite Squadron**.



Retreat ceremony

Alamo Composite Squadron, Texas Wing, perform flag detail duties during a retreat at Brooks AFB, Texas. According to Capt. John Carr, commander, Alamo cadets do monthly retreats to relieve the base security police. On one occasion, Carr said, the SP commander inquired about CAP providing training to his personnel. (USAF photo by SrA David Locker)



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Cadet Programs News

Oshkosh update

In early April we sent out almost 13,000 packages to cadets and parents talking up the National Cadet Flight Encampment and Blue Beret. Included in the packages was a letter from National Commander Brig. Gen. Richard L. Anderson, encouraging participation.

Already, we have had some response, and some questions. We would like to take this opportunity to answer some of the more common questions publicly.

Where is the best airport to fly into for the activities?

We suggest Milwaukee. Shuttle bus transportation is being arranged to and from, and more details will become available in the coming weeks. United Airlines runs a shuttle from Chicago also, and some airlines fly into Appleton, Wis.

Must one be 15 at the time of application or simply 15 by the date of arrival at the Encampment?

As long as the cadet is 15 by the time he/she arrives at the flight encampment, no problem.

Can one also have attended some other flight training?

Sure, prior experience can do nothing but help, but it's not necessary either. However, no matter what experience level, all cadets must participate in all activities.

Does the \$495 cost include transportation from the cadets' home?

No, the cadet must provide his/her own transportation to and from the activity. However, the cost of meals, lodging, materials, activities, and flying is included. That's an extraordinary value.

Where does one go to get a Class 3 Flight Physical?

Many doctors are certified to give FAA physicals. The best people to ask in your local area are the pilots from your unit (if you have pilots assigned), or the FBO at the local airport. These people can steer you in the right direction.

Finally, are we going to guarantee a solo?

No, we can't. But if the cadet meets the requirements, has parent's permission, has the medical, the instructor knows he/she's ready, and the weather holds, there is an excellent chance for solo. Please remember that this is a total aviation experience.

As we get more questions, we'll update the list. If you have any questions, feel free to call us at 334-953-5309 or fax at 334-953-6699.

12 key points for a successful flyday

The following tips for a successful Flyday have been adapted from a list developed by Florida Wing Cadet Programs.

1. Select a date, time and location for the Flyday. Starting between 9 and 10 a.m. is usually best. This avoids the late

afternoon turbulence. Select the date, as well as a rain date, a month in advance.

2. Contact local pilots for support. If your unit does not have any pilots, contact a nearby unit that does.

3. Talk up the activity. Place a notice on

the unit bulletin board. Invite other units. Send flyers to parents about the Flyday, and invite them to attend. Remind pilots one week before about their commitment.

4. Prepare cadets prior to activity. Conduct classes on the flight syllabus. Group the cadets according to the flights they are to do.

5. Greet the pilots as they land. Express gratitude and give them coffee and donuts. Make introductions.

6. Have cadets ready to go! Have cadets assigned to aircraft and pilots. Give pilots a copy of CAPF 77 as a reminder of syllabus

contents. Qualified seniors and cadets can conduct the ground portions of the syllabus, freeing up the pilots for FLYING.

7. FLY !! FLY !! FLY !!

8. In between flights... Provide pilots refreshments and lunch. Have between-flight activities for cadets.

9. FLY !! FLY !! FLY !!

10. Thank pilots before they leave and invite them back. Pay them for gas.

11. Process paperwork.

12. Repeat steps 1 - 11. Every month, every other month, just do it! Cadets join to fly, don't disappoint them.

Dowling College offers CAP scholarships

Dowling College — established in 1968 — with over 5,500 students, recently entered into a partnership with Civil Air Patrol to offer two \$10,000 and two \$5,000 scholarships to deserving and qualified CAP cadets for the 1995-96 school year.

Cadets wishing to apply must meet the following minimum requirements: they must enter an aviation or transportation management program; minimum 1,100 SAT or 22 ACT and a GPA of B+ or better.

Cadets must turn in a CAPF 95, supporting documentation, and recommendation letters must be submitted and received by National Headquarters CAP/CP no later than May 10, 1995. All scholarship applicants who were passed over in this year's CAP Scholarship board will be automatically resubmitted for this selection board.

Can't reach us? Call Thursday evening

In a customer service initiative designed to accommodate members unable able to reach them during normal duty hours, Cadet Programs is now open from 7:30 a.m. to 9 p.m. CST on Thursdays. Hours of operation during other weekdays remains 7:30 a.m. to 4:30 p.m. CST.

Cadet Programs wants your ideas

If you have an idea, activity or procedure at your squadron that you feel works great and you want to crosstell; sent it to us. As usual, these ideas must be compatible with existing regulations. If we select your idea to crosstell, your squadron will qualify for a bookstore gift certificate.

CAP hits information superhighway

National Headquarters Cadet Programs is now monitoring the Internet and Prodigy to be more accessible to CAP members. Our Prodigy address is: sqrt89a. Our Internet address is: btourville@cap.au.af.mil.

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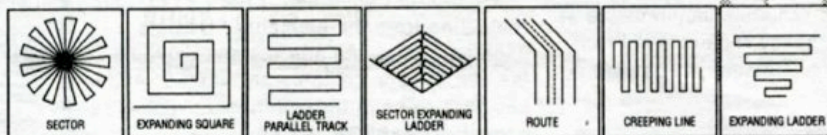
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Cadet Awards

Earhart Awards

Melissa N. Smith	01117
Michael W. Seifritz	02050
Jason W. Quick	03042
Michaeljon Kish	05099
William T. Rankin	08176
Scott B. Spangler	08311
Ramses W. Leon	08319
German A. Melo	08319
Rayna E. Gravatt	10109
Nels P. Ostrom	11205
Derrek S. White	11205
Robert E. Tackett	11303
James B. Calcote	16017
Shaun J. Landry	16017
Clark S. Shearer	16096
Stephen J. Shipp	18023
James P. Chaulsky	18071
Steven D. Seney	19003
James A. Brown	19026

Bradford L. Denison	19026
Bill R. Harrison	21116
Jennifer L. Siesennop	23040
Aaron D. Colgrove	23126
Bradford K. Frey	26010
Allen A. Gindulis	26010
Nicholas J. Crow	27054
Jess B. Hamilton	29096
Jessica R. Kratz	29097
Surendra Sampat	31147
Timothy A. Feltis	37010
Mikal Z. Elliott	37048
Joshua A. Kuehl	40050
Michael K. Dodson	42142
Christopher P. Knodel	45017
Nathan K. Friedline	45060
Matthew Purtee	46019
Michael A. Yunc	48153
Manuel Ortiz	52002
Julio C. Ramos	52002

Mitchell Awards

Timothy L. Nelson	02073
Stephen P. Zelnick	03094
Anthony B. Trimboli	04282
Lavina Smith	04414
Sean B. Davis	05072
Raymond M. Heger	05099
Matthew C. Stites	07010
Manuel S. Daso	08028
Michael D. Cognata	08029
Brian P. Durocher	08054
Greg P. Moore	08066
Robert A. Sims	08104
Susan M. Horrigan	08159
Daniel A. Shaffer	08237
Brendan Coote	08301
Richard E. Martin	08375
Christopher G. Swords	09023
Patrick A. Johnson	09069
Michael T. Dwyer	11240
Jeff N. Kamaris	11274
Jeffrey E. Myers	11274
Jeremy R. Culver	11298
Holly R. Rubach	11298
Tyler W. Rubach	11298
David E. Soltwedel	11298
Nicholas A. Willenborg	11298
Andrew A. Russell	11323
Christian W. Bartholomew	12010

Marilyn A. Fielmeier	13088
Matthew J. Jansen	13088
Shari A. Meyer	13088
Joshua P. Miller	13088
Eric C. Myrtue	13088
Stephen A. Madgwick	14031
Christopher M. Cedeno	14066
Steven A. Gage	14066
Christina M. Perry	15075
Glenn T. Thibodaux	16012
Robert J. Desselles	16017
Eric J. Rivet	16017
Clinton B. Barron	16091
Scott W. Richards	18004
Timothy J. Carey	18011
Eric D. Hunt	18031
Louis A. Weiss	18071
John L. Koleszar	19026
David J. Schenna	19026
Jonathan W. Mullaly	19043
Adam D. Torma	20117
Bethamy A. Torma	20117
Keith T. Vasicek	20260
Jason R. Hudson	21114
Elizabeth A. Sloan	22096
Maryann L. Wolff	23119
Brandi J. Peace	23126
Daniel A. Westman	26002
Thomas R. Harrison	26019
Justin M. Hickson	26058

Decorations

Silver Medal of Valor

1st Lt. Robert C. Wallace, California Wing, March 8, 1995

Bronze Medal of Valor

Cadet James I. Strickler, Oklahoma Wing, March 10, 1995

Cadet Chad L. Adams, Oklahoma Wing, March 10, 1995

Distinguished Service Medal

Col. Edward F. Mueller, Indiana Wing, March 29, 1995

Col. John A. Alexander, Michigan Wing, March 8, 1995

Unit Citation Award

Brunswick Composite Squadron, Georgia Wing, March 29, 1995

Flying Castle Composite Squadron, Oklahoma Wing, March 10, 1995

Axel E. Gaud	52034	Jose O. Acosta Garcia	52066
Ramon E. Emeterio	52061	Robert Castillo	52066
Lister Santana	52061	Luis D. Martinez	52066
Yahaira Santana	52061	Hector W. Velez	52068

Benjamin W. Allison	27049	Brian M. Henry	37253
Amy B. Gleason	29002	Jason D. Shull	37253
Nicholas A. Roberts	29002	Richard Copenhaver	37265
Brian A. Dieckmann	29065	Dustin E. Hammer	37265
Seth Knauer	29065	Andrew A. Conery	38036
Ethan A. Noble	29065	Bradley W.A. Coffey	39074
John J. Koperwhats	29080	Katherine L. Morrison	41167
Jason E. Donnelly	29092	Jean-Paul V. Mumford	41160
Daniel S. Blair	29096	Brian D. Woolery	41160
Timothy D. Collins	29096	Terry M. Barr	42075
Scott E. Bruck	29104	David C. Backus	42413
Bart Bowman	30012	Dennis Cunaccia	42413
Evan R. Fertel	31072	Brian S. McGowan	44006
Nathan J. Willis	31187	Amy L. Goff	46018
Travis W. Short	32035	Devin J. Cramer	46019
Charles W. Mauze	32057	Jacob A. Bauer	46039
Michelle A. Banyai	33043	Marie L. Roush	46039
Justin Loomer	33047	Gregory S. Fouse	46093
Matthew Picklesimer	34210	Kevin L. Chapin	48183
James R. Head	35008	Anthony J. Anderson	49018
Valinda K. Webb	35008	Matthew D. Mercado	51081
Steven N. Bussey	35024	Luis A. Gonzalez	52034
Charles Cutting	35086	Santos L. Ramirez	52066
Lawrence M. Delp	37035	Gilbert O. Rivera	52066
Jenna A. Sharp	37035	Omar Cortez	52091
Jennifer B. Elinow	37049	Ramfis R. Rosa	52098
Jessie Romanchick	37068	Jorge L. Trinidad	52124
Jason B. Phipps	37093	Luis A. Colon	52139
Kenneth R. Yeager	37133	Kevin R. Richter	35115
Nicholas T. Wambold	37160	Ashley A. Avery	32057

Senior Awards

Gill Robb Wilson Awards

Hawes, Tana, Maj., NER

McDowell, Daniel Q., Lt. Col. NCR

Paul E. Garber Awards

Anstaett, Orville K., Capt.,	NCR
Babin, Leopold B., Maj.,	SER
Beckett, Donald A., Capt.,	MER
Bourgeois, Ernest R., Maj.,	SWR
Bowen, Harry R., Maj.,	NER
Broadwater, Rodney A., Maj.,	MER
Carlson, Diana L., Capt.,	NER
Christopher, Harry P., Maj.,	MER
Eleazer, John R.D., Maj.,	NER
Ericson, Richard D., Maj.,	NER
Ferguson, Billy J., Maj.,	SER
Foden, Harry S., Lt. Col.,	MER
Grisier, Rene L., Maj.,	NER
Hopper, Steven A., Maj.,	NER
Jay, John C., Capt.,	PACR

Malone, Patrick J., Capt.,	PACR
McHenry, Patton D. Jr., 1st Lt.,	SWR
Mendez, Leslie, Maj.,	NER
Pearce, Martha V., Maj.,	SWR
Plante, Amos A., Capt.,	SWR
Purtee, Karen C., Capt.,	PACR
Putnam, Gregory V., 1st Lt.,	NER
Quiseng, Scott L., Maj.,	MER
Ramleh, Pamela L., Capt.,	SER
Ramleh, Robert F., Capt.,	SER
Rehman, Paul E. Jr., Maj.,	GLR
Wanko, Mary A., Maj.,	NER
Wanko, Michael Jr., Capt.,	NER
Wisniewski, Joseph B., Maj.,	PACR

Grover Loening Awards

Alexa, Andrew J., Capt.,	RMR
Anstaett, Orville K., Capt.,	NCR
Bourgeois, Louis G., Capt.,	GLR
Brown, Edward B. Jr., Capt.,	NER
Casha, Phillip R., Capt.,	MER
Chacon, Julio A., 1st Lt.,	SER
Cornett, Walter J. III, Capt.,	NER
Davis, James A., 1st Lt.,	SWR
Domiano, Lezli N., 1st Lt.,	SWR
Driscoll, Treva M., 1st Lt.,	SER
Dunlap, Wade A., Capt.,	SWR
Gonzalez, Edmundo G. Maj.,	MER
Greenhut, Richard A., Capt.,	NER
Hall, John P., Capt.,	PACR
Herrin, Barry S., Maj.,	MER
Holden, Jeri L., 1st Lt.,	NER
Hole, Ida M., Maj.,	GLR
Hutchison, Glen A., 1st Lt.,	GLR
Jay, John C., Capt.,	PACR
Jeffries, Jay K., Capt.,	SER
Landry, Kelly, Capt.,	SWR
Laubinger, Patricia E., 1st Lt.,	SWR
Littlefield, Mary A. V., Maj.,	NER
Lommel, Craig S., Capt.,	NCR

Lustick, Jeffrey A., Capt.,	RMR
MacLaughlin, T. R. 1st Lt.,	NER
Malone, Patrick J., Capt.,	PACR
Mattson, Grace D., Capt.,	PACR
Mausser, William F., Capt.,	NCR
Mayet, Daniel F., 1st Lt.,	NER
Moniz, Edmond, Capt.,	NER
Moody, Connie S., Capt.,	MER
Moody, Rodney F., Capt.,	MER
Newton, James D., Capt.,	PACR
O'Brien, Faith A., Capt.,	GLR
Owens, Lee M., Capt.,	SWR
Rock, Victoria L., 1st Lt.,	NCR
Schulman, Herbert L., Maj.,	SER
Sheehan, Raymond J., Capt.,	NER
Snyder, Michael S., Maj.,	SWR
Snyder, Susan S., 1st Lt.,	SWR
Starcher, Pearl M., Capt.,	MER
Steele, Rodney L., Capt.,	GLR
Stuart, Martha H., Capt.,	NER
Stufano, Thomas J., Capt.,	SER
Voelker, Gene G., Capt.,	GLR
Wenger, Kenneth B., 2nd Lt.,	NER

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CAP, Boy Scouts assist Red Cross

LIVERPOOL, N.Y. — CAP communications played a major role in a successful emergency preparedness drill and aid during a major apartment house fire in Syracuse, N.Y., March 11.

Members of the Lt. Col. R.S. Vankeuren Cadet Squadron assisted by volunteers from Boy Scout

Troop 139 joined forces for these successful missions.

The practice drill mission was to perform evacuation of residents near a hazardous material spill near Clay, N.Y. Shortly after the drill began, a report was received that 12 people had suffered

under the direction of 2nd Lt. Nancy Bridges. She was assisted by 2nd Lts. Peter Newell, John W. Luebs, and Cadets John K. Luebs and Scott Cook.

Red Cross officials praised CAP's expert emergency communications operations.



From left, Cadets Scott Cook, John K. Luebs, 2nd Lts. Peter Newell, and Nancy Bridges, and Red Cross official Peggy Ott maintain communications during a practice drill and emergency fire near Syracuse, N.Y. (CAP photo by 2nd Lt. John W. Luebs)

injuries in an apartment fire in Syracuse, NY.

CAP volunteers maintained communications with Red Cross officials during successful relocation of the fire victims. Boy Scouts relayed data from the Red Cross registration desk for radio transmission.

Communications activities were performed

Students complete Ranger Course

HOLDEN, Mass. — Eighteen students graduated from the Massachusetts Wing Ranger Academy Advanced Course March 12. The advanced program provides in-depth training in land navigation, communications, air-to-ground teamwork, interview techniques and search and rescue procedures.

The graduates had previously completed the Massachusetts Wing Basic Ranger Program, in which they had earned radio operator permits, CPR certification and emergency services specialty qualification cards.

The March graduates bring to 34 the number of Advanced Rangers in the wing. The graduates are: Maj. Lester Dutka and 1st Lt. Thomas Gould,

Phoenix Bay Path Composite Squadron; 1st Lt. John LeClair, Harriman-West Cadet Squadron; 1st Lt. Carol Canzanelli, Cadets Nicholas Longone, Michelle Porter and Natalie Porter, Goddard Composite Squadron; 1st Lt. Christine Crugnola, 2nd Lt. Andrew LeBlanc, and Cadets Jonathan Mullaly, Richard Murphy and Sean Pearson, Hanscom Composite Squadron; Cadet John Fantasia, Mount Wachusett Composite Squadron; Cadet Brian Frost, Thunderbolt Cadet Squadron; Cadets Joshua Warchol, Daisy Burns and Jon Storozuk, Franklin County Cadet Squadron; and Cadet Jennifer Roatch, Newport, R.I., Composite Squadron.

Massachusetts Wing Ranger Academy students discover that maps and forms will be an integral part of their lives during a tabletop exercise at the Academy in Holden. Cadet Nicholas Longone, left, and 1st Lt. Christine Crugnola tackle the paperwork. (CAP photo by Maj. William G. Sullivan)



Rhode Island Wing takes trip to Mars

BRIDGEPORT, Conn. -- Twenty-nine members from six squadrons of Rhode Island Wing flew two simulated resupply missions to a base on Mars. In the simulators located at the Challenger Learning Center here, cadets and seniors took on the roll of mission control staff and flight crew.

Some of the flight crew tested, repaired and launched a probe while others conducted medical tests. Other members of the crew controlled robots that allowed them to experiment with radioactive materials. The life support personnel dealt with variations in water and air quality but things got exciting when they faced a radiation emergency. The flight crew and mission control team worked together to select a flight path, landing sight and avoid weather that would destroy the spacecraft.

Meanwhile other members of the mission control team were dealing with computers that malfunctioned, researching launch codes, as well as solving communications systems overload and navigation problems.

Team work, clear communications and problem solving were key to the success of the missions. Although the simulated NASA system of doing things is quite different than the CAP way, the training and skills learned in CAP were adaptable and up to the task. The CAP crews accelerated the mission schedule by completing tasks in record time. Cadets raised and solved problems that the center staff had never faced before because no other crews had ever accomplished that much of the missions.

Job vacancy at National HQ

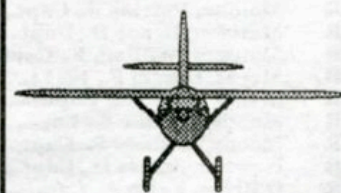
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